Weather
Equally today. The maximum temperature yesterday was 45.5 and the minimum 40.3, the figures for the corresponding day last year being 46.6 and 20.1.

THE CHINA PRESS
大陸報

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SHANGHAI SUNDAY, JANUARY 19, 1919

大正四年第三種郵便物認可 20 CENTS

LIEBKNECHT DEAD, SEEKING ESCAPE AFTER CAPTURE

Germany's Socialist Lead r For A Generation Dies A Dramatic Death

HIT BY SOLDIER:

Rosa Luxembourg, Famous Woman Revolutionist, Also Is Reported Killed

UNREST PREVAILS

Government Triumphs In Berlin But Disorder Continues In Other Cities

(French Wireless)

Basle, January 17.—(Via Lyons and Koukaza). German newspapers confirm the tragic death of Liebknecht, the leader of the Spartacists, when he was being conveyed after his arrest from the police station at Schonneberg to the Central Kommandantur.

During the journey, Liebknecht had to alight from the motor car, owing to a breakdown. He seized what he thought was a favorable opportunity of escaping but the soldiers fired at him. Hit by a bullet between the shoulders, Liebknecht was killed instantaneously. According to some German newspapers, Rosa Luxembourg has met with the same fate as Liebknecht. At the time of her arrest, the mob seized the motor car in which she was being taken to prison and an unknown person killed the well-known agitatress outright.

Disorder Prevails Through Country
(Reuter's Agency War Service)

Amsterdam, January 15.—Despite the apparent triumph of the Government in Berlin, the news from other centers in Germany shows that considerable disorder prevails. It is reported from Bremen that the Majority Socialists beat the Independents and the Communists at the Soviet polls, whereupon the latter proclaimed a Republic. However, the Government troops are besieging them at Wilhelmshaven.

It is reported from Oldenburg that the President of the Ostfriesland Republic has been overthrown and a Majority Socialist Government re-established, while the Cuxhaven Soviet has proclaimed a Socialist Republic and occupied the banks.

London, January 15.—It is reported in a message sent from Copenhagen yesterday that Herr Eisner's party has been heavily defeated in the national elections in Bavaria and has secured only four seats. This is likely to lead to a cabinet crisis. The Center Party secured 54 seats; the Government Socialists, 50; the Democrats, 22, and the Peasants, 18.

Spartacists Still Show Fight

Amsterdam, January 15.—A message sent from Berlin on the 13th states that a procession of Majority Socialists in Unter den Linden, for which crowds of sightseers had congregated, was broken up by a sharp Spartacist fusilade from the housetops.

The German Minister of War, General Reinhardt, outlining the immediate plans of the Government, said that steps were being taken to ensure the orderly conduct of the elections for the National Assembly on the 19th and also for disarming the population and the restoration of order throughout Germany.

POSTPONE LEGISLATION ON WIRELESS STATIONS

Present Congress Won't Act On Bill Giving Ownership To Government

(American Wireless To Reuter)

Washington, January 17.—(Received at French Wireless Station). —The House Merchant Marine Committee decided today not to attempt take any action at this session of Congress on the administration measure proposing government acquisition of all wireless stations.

U.S. Government Releases All Requisitioned Ships; Britain Soon To Do Same

(American Wireless To Reuter)

New York, January 17.—(Received at French Wireless Station). —All American ships requisitioned by the United States Shipping Board during the war have now been released to their owners except those actually engaged in army service, the Shipping Board announced today.

In place of the ships retained for army purposes, which have been fitted out for transporting troops, owners will receive, ton for ton vessels built and owned by the government. In addition to the requisitioned ships and replacement vessels, the Shipping Board allocated thirty-four steamers of 275,194 deadweight tons to various lines for operation in American trade.

The report of the Board made on January 9 showed that there were under requisition 247 American ships of a gross tonnage of 1,219,283. Of these possibly seventy-five are in the service of the War Department as troop and supply transports.

(Reuter's Agency War Service)

London, January 14.—The Shipping Controller announces that British ships completing voyages after March first at ports of the United Kingdom or in exceptional cases, at ports abroad, will be released from requisition except when required for Government purposes and shipowners are now free to make arrangements for the employment of their ships from the time indicated subject to the approval of the Shipping Controller.

With a view to safeguarding essential imports and exports of the United Kingdom and its allies, it will be necessary for some time to maintain the system of direction as to employment and the limitation of freight rates for essential commodities. The power of requisition is reserved for use should necessity arise. This release does not apply to ships wholly engaged on military and naval services.

London, January 16.—Lord Inchcape and Sir Owen Philipps have jointly completed an agreement with the Shipping Controller to take over the Government contracts with shipbuilders for 137 vessels now under construction. These vessels will be offered to the shipping community on the same terms as acquired, on equitable bases, having regard to losses during the time of the war.

This transaction involves the sum of £20,000,000. Shipping firms are given eight days in which to make applications.

This arrangement is undoubtedly one of the most important steps yet taken in the direction of demobilising industry and The Times pays a tribute to the public spirit shown by Lord Inchcape and Sir Owen Philipps.

BRITISH TROOPS MARCH THROUGH VIENNA STREETS

Are Convoy To Trainload Of Provisions Given To Starving Women And Children

(Reuter's Agency War Service)

Vienna, January 14.—Perhaps for the first time in history, British troops this morning marched through the streets of Vienna. They were a detachment of the Warwickshires convoying a trainload of provisions freely given by the British army in Italy to relieve the starving women and children of Vienna. The crowds cordially welcomed the troops, the commander of which, in a speech at the Town Hall, stated that the gift was made in recognition of the treatment by the Austrians of British prisoners-of-war, which had been more humane than that of the Germans.

A few other free trainloads will follow, after which thousands of tons of foodstuffs will be sent against payment.

The Burgomaster, expressing the hearty thanks of the inhabitants of Vienna, declared that the city's stocks of flour were practically exhausted.

Bolsheviki Deported By Swiss Government

(Reuter's Agency War Service)

Paris, January 15.—The Swiss Government is deporting all Bolsheviki.

RED CROSS GIVES MILLION FOR TUBERCULOSIS WORK

Part Of Whole Appropriation Of G.$2,500,000 To Fight White Plague

(American Wireless To Reuter)

New York, January 17.—(Received at French Wireless Station). —A check for $1,000,000, the largest check ever written in the United States for public health work, was received today by the National Tuberculosis Association from the American Red Cross. It is the first instalment of an appropriation of $2,500,000 made by the Red Cross for tuberculosis work during 1919. In return for this appropriation the tuberculosis agencies throughout the United States assisted in the Red Cross Roll Call Week and cancelled their regular annual sale of Christmas stamps for tuberculosis work.

AMERICAN SHIPS CARRIED NEARLY HALF OF TROOPS

46.25 Percent Transported On Own Vessels, 48.25 Percent On British

(American Wireless To Reuter)

Paris, January 17.—(Received at French Wireless Station).—Official figures show that American ships transported 46.25 percent of the 2,078,000 American troops sent to Europe. The figures also show that the percentage actually carried in British ships was 48.25, as against much higher figures recently made public. Italian ships leased to the British carried three percent and two and a half percent were carried on vessels of other nations.

American navy escorts guarded the transport of 82.75 percent of all troops, representing 1,720,360 men, while the British escorted twelve percent and the French 3.13 percent.

All Combat Units In U.S. To Demobilise

(American Wireless To Reuter)

Washington, January 17.—(Received at French Wireless Station). —General Peyton C. March, Chief-of-Staff of the army, informed the House Military Committee yesterday that the demobilisation of all combat units in the United States had been ordered.

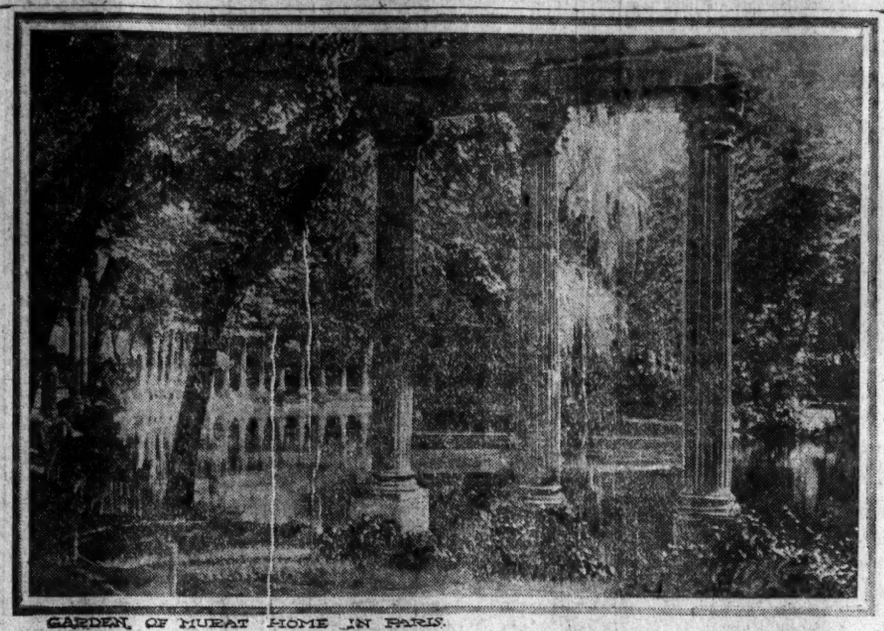
ASKS FURTHER INQUIRY INTO HONGKEW RIOTING

Japanese Consul-General Wants Council To Determine Who Killed Constable

Insisting on a sweeping investigation to determine who were the Chinese police officers who shot and killed a Japanese constable, and wounded others during the Hongkew riots, Mr. A. Ariyoshi, Consul-General for Japan, has sent a communication to the Shanghai Municipal Council which will probably be published in this week's Municipal Gazette.

The letter is in the nature of a reply to the Council and points out that little efforts has been made by the Municipal Body to discover who fired the shots that injured and killed Japanese subjects.

Where President Wilson Lives While In Paris



GARDEN OF MURAT HOME IN PARIS.

The beautiful garden of the Murat home, where President and Mrs. Wilson reside during their stay in Paris. The beautiful palace, at the request of the Prince and Princess Murat, was turned over to the President through the French Government.

SITUATION IN HUNGARY DESCRIBED AS TRAGIC

Weak Government In Budapest Leads To Chaos Throughout The Country

(Reuter's Agency War Service)

London, January 15.—Reuter's correspondent in Vienna paints a gloomy picture of the situation in Hungary.

He says that a weak and incompetent government in Budapest has led to chaos throughout the country and a serious outbreak of Bolshevism is feared at any moment. This is being assisted by the propaganda of Hungarian prisoners of war from Russia who are supplied with the necessary funds. As an example of the weakness of the Karolyi Cabinet in dealing with this danger he states that it arrested 150 Bolshevists one day and released them the next.

Meantime the Czecho-Slovaks, Rumanians, Serbs and Jugo-Slavs have occupied a great portion of Hungary and in some places have obtained possession of the coal fields, almost entirely cutting off supplies and bringing industries to a standstill and probably necessitating the closing down of flour mills. The holding of national elections is practically impossible, one reason alone being that the Czechs and Slavs occupy large districts.

The Hungarian Government is squandering money in a most appalling manner and the bankruptcy of the State is regarded as inevitable. Ministers who formerly received a salary of 25,000 crowns a year are now taking 100,000 crowns a year while 77 undersecretaries have been appointed, each of whom draws 40,000 crowns a year. The Minister has spent 70,000,000 crowns in a few weeks in merely temporary relief for invalided soldiers. The unemployed in Budapest receive 50 crowns a day, of which the manufacturers contribute three-fourths.

One of the largest munition firms which was recently employing 30,000 men is now paying them a total of 5,000,000 million crowns a week. The streets are unsafe and rich people pay soldiers a hundred crowns a night to guard their houses. The hope is strongly expressed that the Entente will send troops to save the country from Bolshevism.

U.S. Financial Expert Is Sent To Europe

O. T. Crosby Resigns Post As Special Commissioner To Go To Peace Conference

(American Wireless To Reuter)

Washington, January 17.—(Received at French Wireless Station). —Oscar T. Crosby resigned today as Special Commissioner of Finance for the United States. Secretary of the Treasury Carter Glass accepted the resignation. Mr. Crosby is needed in Europe to advise the American peace delegates on financial matters.

China's Contribution To United War Work Is Million And Half

Early Totals Exceeded; Shanghai Raised Over G.$94,000 Of Total

With G.$1,100.00 already sent to New York and G.$50,000 on hand and pledged, China's contribution to the United War Work Campaign exceeded all estimations. An auditing of the Shanghai figures brings the announcement that $94,090.54 was raised here. The New York committee asked China to raise G.$100,000.

British Miners Insist On Six-Hour Work Day

Will Establish It Themselves Unless Government Agrees To Grant It

(Reuter's Agency War Service)

London, January 15.—The British Miners' Federation, which is holding a conference at Southport, has passed a resolution that the Government be informed that miners intended to have a six-hours day. If the Government did not agree the miners would fix a date themselves for the commencement of the six-hour day. The conference also demanded the nationalisation of the mines.

BOLSHEVIKI USE FUNDS TO SPREAD PROPAGANDA

Appropriate 50,000,000 Roubles For Purpose Of Stirring Up Agitation Abroad

(Reuter's Agency War Service)

Stockholm, January 14.—The Russian Soviet Government has passed a resolution to use fifty million roubles for the purpose of stirring up agitation abroad.

Carneiro Sentenced; Given Deportation

Elder Gets Three Years For Attempt To Shoot Portuguese Consul Here

(Reuter's Pacific Service)

Macao, January 18.—Carlos Carneiro, son of Joao Carneiro, has been sentenced to three years' deportation to Timor on the charge of shooting the Portuguese Consul in Shanghai. The cousin of Carlos Carneiro, being a minor, was sentenced to imprisonment for three months, to date from the day of arrest. He was therefore released but was subsequently re-arrested pending the Attorney-General's appeal to Goa against the sentences.

JAPANESE STATESMAN IS VISITOR IN SHANGHAI

Marquis Saionji, Ex-Premier, Here With Suite On Way To Peace Conference

Marquis Kimmochi Saionji, one of Japan's most famous statesman, having been Premier three times, arrived in Shanghai on the Tamba Maru yesterday, accompanied by his suite. Marquis Saionji and his party leave for Marseilles tomorrow morning on their way to the Peace Conference at Paris. Japanese residents had prepared an elaborate reception for the delegate yesterday and a banquet last night but everything was suspended because of Marquis Saionji's illness. He is a guest of Mr. A. Ariyoshi, Japanese Consul-General.

In the ex-Premier's party are Prince Konoye, of the House of Peers; Dr. Miura, prominent member of the faculty of the Imperial University School of Medicine at Tokio; Mr. F. Matsuoka, private secretary, and Mr. and Mrs. Saionji, relatives of the Marquis.

Other passengers on the Tamba Maru were Mr. M. Odagiri, former Consul-General for Japan at Shanghai; Viscount and Viscountess Motono and Mr. S. Ito. They are going to Paris on a pleasure trip. Viscount Motono is the son of late Foreign Minister and Mr. Ito is the son of Prince Ito. The latter, in 1881, accompanied Marquis Saionji to America and England to investigate parliamentary systems.

Marquis Saionji who is 72 years old, served as Minister to Austria, Germany and later to France. He will be the adviser to the Japanese delegation at the Peace Conference.

GRANT FOR FOOD RELIEF IS FAVORED IN SENATE

Committee Recommends Appropriation Of G.$100,000,000 To Feed Europe's Needy

(American Wireless To Reuter)

Washington, January 17.—(Received at French Wireless Station). —The Senate Appropriations Committee favorably reported today the House bill appropriating $100,000,000 for relief for Europe.

(Reuter's Agency War Service)

London, January 14. (Press Bureau).—A message from Paris states that the third meeting of the Supreme Council on supply and relief on Monday considered the present position of relief work in Belgium, Northern France, Southeastern and Northern Europe. Generally speaking there is a sufficient supply of food in the world to meet the needs of the Allied and liberated territories and all possible steps are being taken to meet them and to solve the questions of finance and transport connected with them. It was agreed that all four countries, Great Britain, France, Italy and the United States should participate in the financial arrangements and consideration should also be given to food supplies for neutrals and Bulgaria.

Washington, January 14.—The House of Representatives has passed the Bill, as requested by President Wilson, appropriating G.$100,000,000 for the relief of famine in Europe. The early passage of the Bill through the Senate is anticipated.

POINCARE PRESIDES AT FIRST SESSION OF PEACE MEETING

Opening Of Conference Was Set For Yesterday In Paris

RUSSIA UP FIRST

Riddle Of Bolshevik Government Causing Anxiety To Allied Statesmen

POLAND ALSO ISSUE

Question Of Status Of British Dominions Is Subject Of Disagreement

(Reuter's Agency War Service)

Paris, January 14.—President Poincare opens the Peace Conference on the 18th although M. Clemenceau will preside at the actual meetings. The representatives of the Dominions and India, with their staffs, at present in Paris, number 75 persons.

Paris, January 15.—The Russian question, which is a very thorny one, will be one of the first discussed at the Peace Conference. The situation is causing very grave anxiety, and perplexity to all the Allied statesmen. In this connection a high authority declared that no peace leaving half Europe and half Asia in a state of chaos, out of which another general war might easily spring, can be safe. On the other hand there is no agreement with regard to how the problem should be approached and none of the governments have accurate or reliable information about what has happened in Russia.

In Poland the Allied governments have to deal with two governments and also with the Polish National Committee in Paris. Bolshevism in Poland is an unknown quantity. There is a considerable Bolshevist party in Esthonia, which the Allies wish to protect from these extremists, while Riga holds as many Bolshevists as it does anti-Bolshevists.

As it is impossible for Mr. Lloyd George or Mr. Bonar Law to remain constantly in Paris, when either is absent he will probably be replaced in the British delegation by one of the overseas delegates.

Disagree Over Dominions

Paris, January 14.—At the preliminary discussions of the Peace Conference, the Imperial Government and also the Ministers from the Dominions supported the view that the right of nationhood of the Dominions should be acknowledged and whenever their special interests were concerned they should have a separate voice in the Peace Conference. Some of the Powers, however, are strenuously contesting this view and consider that the representation of the Dominions by the Imperial authorities is sufficient.

To Issue One Communique

From today it has been decided to issue a joint communique, of which the following is the English text adopted by the British and American delegation:

"The President of the United States and the Prime Ministers and Foreign Ministers of the Allied countries, assisted by the Japanese ambassadors in Paris and London, held two meetings today lasting over four and a half hours, during which the examination of the rules of the Conference continued and were almost completed.

"It was decided, among other things, that the following shall be the representation: The United States, the British Empire, France, Italy, and Japan, each five delegates. The British Dominions besides shall be represented as follows: Two delegates respectively for Australia, Canada, South Africa and India, including the Native States, and one delegate for New Zealand; Brazil, three; Belgium, China, Greece, Poland, Portugal, Czecho-Slovakia, Rumania and Servia, two each; Siam, Cuba, Guatemala, Haiti, Honduras, Liberia, Nicaragua, and Panama, one each; Montenegro, one delegate, but the rules concerning this designation shall not be fixed until the moment when Montenegro's political situation has been cleared up.

"The meeting adopted the following two general principles: (1) each

delegation being a unit, the number of delegates forming it can have no influence upon its status at the Conference; (2) in the selection of its delegation each nation may avail itself of the panel system. This will enable each state at its discretion to entrust its interests to such persons as it may designate."

The adoption of the panel system will particularly enable the British Empire to admit among its five delegates representatives of the Dominions including Newfoundland, which has no separate representative, and India.

Dominions Delegates Pleased

London, January 15.—The Paris correspondent of the Times states that the delegates from the Dominions are delighted with the decision cabled yesterday morning with regard to their representation at the Peace Conference. They especially warmly appreciate Mr. Lloyd George's advocacy of their claims and see in the arrangement the creation of a precedent in Imperial affairs which is bound to lead to further developments. One Dominion delegate, in an interview, said that the Dominions have now received "recognition" and apparently there is no doubt that the Peace Conference will have to be followed by an extremely important Imperal Conference at which the internal relations of the Empire must be overhauled.

It is understood that Dominion representatives will attend the general conference whenever the smaller Allies are invited to participate; thus the Dominions are placed on the same standing as Belgium and Servia and, moreover, that two Dominion delegates will attend the conferences of the big states whenever their particular interests are involved, thus, when the German colonies in Africa are being discussed, South Africa will have two delegates and when Germany's possessions in the Pacific are being considered, Australia will have two and New Zealand one representative.

One delegate has also been allotted to the Native States of India.

The Times correspondent points out that this decision constitutes by far the most striking recognition which has yet been given in international affairs to the self-governing parts of the great units of the Empire.

An official communique from Paris first states that hitherto it has been the practice for the Governments participating in the preliminary Peace Conferences to issue separate communiques regarding the proceedings.

Armistice Is Extended

London, January 10.—In connection with the problems of demobilisation and the fact that the second period of the armistice concludes on the 17th, when the Associated Powers must carefully consider the terms of the renewal of the armistice, it is worthy of note that Germany has hitherto failed in many respects to carry out the terms imposed. The shortages in deliveries include 4,700 locomotives, 130,000 trucks, 5,000 motor-lorries, nearly 900 heavy guns, including all types, 1,000 trench-mortars, 7,000 machine-guns and 600 aeroplanes.

Concerning this, the Daily Chronicle urges the Associated Governments to take a firm line and, when renewing the armistice, to stipulate for the right of occupation of any strategical position the Associated Powers desire to preserve in order to secure their own safety and to lay down definite measures for demobilisation, thus bring the German armistice into line with other armistices. This newspaper urges that while the omissions are not rectified we must maintain larger forces in the field than otherwise we need. Simultaneously we should secure the abandonment of the military designs of Germany against Prussian Poland and the eviction from Germany of all Russian Bolshevik agents.

1,000 Journalists Present

Paris, January 15.—A thousand journalists are attending the Peace Conference, of whom 500 are Americans.

UNITY IS CHIEF DESIRE

(French Wireless)

Paris, January 17.—(Via Lyons and Koukaza). On Thursday, when taking possession of the presidential chair in the Chamber of Deputies, M. Paul Deschanel recalled in his speech of thanks the work which the parliamentary commissions had accomplished, in secret, from 1914 to 1918 and which contributed to save the country.

M. Clemenceau then spoke on the subject of some interpellations concerning the Peace Conference.

After having declared that he did not admit that the present was the right time for such a discussion, the President of the Council proved that the Peace Conference is pursuing its work in a spirit of cordiality and absolute conciliation.

Then, coming to the question of demobilisation, he said that 1,200,000 men will have been demobilised by February 15 and 2,000,000 by March 31, all the territorial Reserves, all the territorials and two classes of the Active Reserves. Then, after asking the Chamber not to put interpellations on questions relative to the Peace Conference except when it will be absolutely necessary to enlighten the assembly on the action of the Government, M. Clemenceau concluded with these words, which were much applauded:

"We think that in this preliminary conference we must reach a complete accord at all costs so that we may present ourselves at the general discussion forming one 'bloc'. If we really wish to form a League of Nations it is necessary that each of us shall have the inclination of mind which will permit the keeping alive of this society which is bound to come into existence. We have only one zeal; so worthily to crown this war by a full agreement of the civilised nations for a high ideal of lofty humanity."

Paris, January 17.—(Via Lyons and Koukaza). After the conference which was held at Treves between Marshal Foch, Commander-in-Chief of the Allied armies, and the German delegates, the conditions of the armistice have been extended for one month. The clauses concerning agricultural material, Russian prisoners of war, naval conditions and the recovery of material taken away by the enemy, have been signed by the enemy.

Britain Will Not Censor Peace Conference News

(Reuter's Agency War Service)

London, January 15.—The Foreign Office announces that there will be no censorship of messages sent from Paris by British correspondents during the Peace Conference.

QUEST SOCIETY MEETING

At the meeting of the Quest Society tomorrow afternoon at the Kalee Hotel, Mr. Chatley will lecture on "Esoteric Buddhism," or the nature of Hindu theosophy. The meeting will start at 5:30 o'clock and a discussion will follow the lecture. Visitors are invited.

British Union To Call Seamen's Conference

Want To Take United Action To Boycott German Marine Traffic

(Reuter's Agency War Service)

London, January 15.—The Executive of the Seamen's Union have passed a resolution regretting that it has not been invited to send representatives to the Peace Conference to give evidence regarding German outrages at sea and therefore deciding to call an international Conference of allied and neutral seamen for the purpose of urging that no sea commerce be carried on with the enemy countries until they compensate the relatives of the men whom they murdered at sea and that it be further proposed that no foodstuffs be carried to enemy countries until a just settlement of seamen's claims has been made.

BRITISH OFFICER TRIED ON CHARGE OF MURDER

Remanded On Accusation Of Killing Major Of Australian Army

(Reuter's Agency War Service)

London, January 14.—Great interest is being taken in a case at the West London Police Court, where Lieut.-Colonel Norman Cecil Rutherford has been remanded on a charge of murdering Major Miles Charles Seton of the Australian Imperial Force who had served in Egypt during the war. It transpired at the hearing that there were three bullet-wounds in the body. The tragedy occurred at the house of Sir Malcolm Seton. Lieut.-Colonel Rutherford is married and has six children. Major Seton was unmarried.

AGREE ON U.S. WAR TAX

(American Wireless To Reuter)

Washington, January 17.—(Received at French Wireless Station).—The Senate and House in conference committee agreed today on the tax rates on beverages in the War Revenue Bill. These rates are estimated to be able to yield $450,000,000 revenue.

INSURRECTION QUELLED, CLAIM FROM LISBON

Portuguese Revolt Stirred Up By Bolshvlki But Is Suppressed, Says Government

(Reuter's Agency War Service)

London, January 15.—The Portuguese Government has issued a statement that the insurrectionary movement, which was supported by Bolshevik agents, has been suppressed.

Madrid, January 14.—Postal communication with Portugal is interrupted but reports from the frontier state that a revolution is being carried on, chiefly by the troops returned from France, with the object of replacing the Government by supporters of ex-President Machado.

Badajox, January 15.—Telegraphic communication with Portugal has been restored. It is reported from Elvas that Lisbon is quiet, the seditious movement at Santareo has been completely suppressed and the Government is master of the situation.

Holy City Of Medina Finally Capitulates

Surrenders To King Hussein Under Terms Of Armistice Signed By Turkey

(Reuter's Agency War Service)

Cairo, January 15.—An official communique announces:

The Holy City of Medina has capitulated to King Hussein under the terms of the armistice signed by Turkey.

The delay in bringing the garrison to compliance was due to their long isolation necessitating permission to interchange special communications with Constantinople. The sacred character of the city rendered it incumbent to secure its capitulation by arrangement and not by assault. Moreover, the Turks used the Great Mosque as their chief ammunition depot and not a single shell could be thrown into the position without risking the destruction of the Prophet's Tomb.

Emir Abdalla, representating the King of the Hedjaz, entered Medina on the 13th and was welcomed with enthusiasm. He proceeded to the Tomb of the Prophet, where he offered midday prayer.

British War Bonds Reach Huge Totals

£1,500,000,000 Taken Up In Year And Four Months Of Issue

(Reuter's Agency War Service)

London, January 14.—The Treasury announces that on January 13, the total subscriptions to National war bonds since their inauguration on October 1, 1917, has exceeded £1,500 millions. The attainment of such a figure is a unique achievement.

On August 15 last, which was 46 weeks from the beginning of the issue, a total of £1,000 millions had been reached and it has taken just 21 weeks to subscribe a further £500 millions. National war bonds have thus beaten the record created by the fourth American Liberty Loan, which totaled £1,400 millions.

The subscriptions showed a noticeable acceleration last week and it is hoped that before the present issue of National war bonds terminates on the 18th a total of £1,600 millions will have been reached.

BENEFIT TEA-DANSANT AT CARLTON WEDNESDAY

American Woman's Club To Hold Affair In Aid Of Siberian Relief

A record crowd is anticipated at the tea-dansant and exhibition of pictures to be held at the Carlton Cafe Wednesday afternoon for the benefit of the Siberian Relief Fund under the auspices of the American Woman's Club.

Thirty pictures, the latest works of Madame Wu Hsing-fen, and one, "In Silent Flanders," by Mrs. James Macbeth, have been contributed and all money realised from the sale will be added to the funds for the relief of Siberian children.

Madame Wu's pictures have been especially painted for the benefit, she having devoted all her time to express her deep appreciation for the Allied victory in the war. They will be of Chinese subjects and all must be sold.

One of the stipulations of the gift was that each picture must be sold whether or not the bid received exceeded the value of the painting. A Chinese connoisseur, after viewing the paintings a week ago, offered Taels 14,000 for the collection and this was refused because they were painted for the Woman's Club.

The exhibition will be from three o'clock until five and the Carlton orchestra will play for the dancing which will follow during the next two hours. Mr. Louis Ladow has given the use of the Carlton and the orchestra for the occasion.

France To Organise Civil Aviation Force

(Reuter's Agency War Service)

Paris, January 15.—Colonel Leclerc, the former Commandant of the Paris Air Defenses, has been appointed to organise civil aviation in France.

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Suffering Of Siberians Impossible To Describe

Only Ray Of Hope Is Heroic Work Being Done Through Red Cross Agencies

By Dwight K. Grady
(*Staff Correspondence*)

Ekaterinburg, December 20.—Though intense suffering is widely known in Russia, the idea of self-sacrifice is a new one, comparatively unknown and unpractised by the people. It has been hard therefore to convince the people that organisations with unselfish motives are really in Russia on an altruistic mission. There are some, however, who are being sheltered from the cruel cold of Siberia, and being fed and clothed, and these express deep gratitude to their benefactor, the American Red Cross.

All along the railway, over frozen Siberian plains and among snow-covered mountains, the work of the legion under the Red Cross is going forward, giving aid to the needy an through their work giving expression to the American ideals they represent. And this work is going on in spite of the avidity of certain classes of Russians who are more than ready to "graft" slices of wealth from these humanitarians whom they have dubbed the "Amerikanska Bourgeois." Already hundreds, nay thousands, have received concrete evidence of the open-handedness and sympathy of the American Red Cross, and in spite of the severe cold which the workers must brave their activities are speeding up.

In traveling across Siberia and through the zone now being relieved by the Red Cross, one realises the magnitude of the work and the real need of these terror-ridden people. Women and children are the chief sufferers and are the first to receive the aid which will rescue them from almost certain death from exposure or starvation. Pitiful sights are revealed to the curious, and hidden tragedies come to light upon only casual inquiry.

Concrete Example Of Suffering

Along the line from Irkutsk to Omsk, the present capital of Russia, refugees are to be seen in numbers of depressing magnitude, and they all have their tragedies. One family I saw, a man and wife with five children, the eldest being eight, were living in an unheated box car, practically without food and unclad to the point of indecency when the American Red Cross found them. Their troubles had driven the father, a prosperous young farmer just a few months before, insane. With his family he had been driven from his farm in the Volga valley by the Bolsheviki, who had confiscated his eight head of cattle, his horse and entire harvest yield, and then as though their wantonness had no limits, burned the little peasant home.

With his family the young man had journeyed along the railroad, being driven ever eastward. No kindness was offered by his fellow countrymen, and the privations of ensuing weeks unbalanced his mind. Now his only reply when asked if there is anything he wants is:

"Spacebo, Spacebo! (Thank you. Thank you!) I want to go back. I want my home!"

That is the way with all of them. They want to go back to their homes and they have no gratitude for the Bolsheviki who have rendered them homeless in an endeavor to give them a government.

Many have not been so fortunate, however, and there are numerous families without a man at the head. When the Bolsheviki came upon families proud in the possession of a comely daughter trouble usually followed. The fathers, and often brothers, trying to protect daughters and sisters, fought to their own destruction, for they were shot, without mercy. The daughters were carried off, and the old women and little children allowed to shift for themselves. In many cases the elders, unable to endure the hardships of a roving life, died quickly, and the children, without guidance, took to the woods and fields and became wild.

2,000 Orphans Cared For

There are some two thousand of these orphans now being housed in various towns of the Urals, where they are given schooling, food and clothing by the Red Cross. In almost every case these children were like wild folk when rescued. Many of them had lived in the woods, eating roots and grubbing for food. They had learned their lesson from the Bolsheviki, and the appearance of an adult person was the signal for them to dive deeper into the woods and into unseen hiding places. Most of these children have now been rescued, though even now, with the winter well advanced, stragglers come into the towns, driven there by the cold and the impossibility of securing the roots that kept them alive during the warmer months.

One little fellow, not so wild as most of his comrades, told me of his experiences. Like many, his family had fled from Petrograd when the fighting became too severe. Their home had been riddled with the bullets of both the Cadets and the Bolsheviki and his father, sister and mother, with the boy, scarcely ten years old, had fled with nothing but the clothes they wore.

But misfortune attended them, and before they could leave the city the Bolsheviki had captured them. The father was shot to death defending his wife and eighteen-year-old daughter. The girl was taken away, but the mother allowed to go free with her son. After many months of wandering, begging rides on trains bound for Vladivostok and walking at times the two finally arrived at Irkutsk, on Lake Baikal. The trip, however, had been too much for the mother, and she died, leaving the child to shift for himself. With a number of other lads in similar circumstances, he had lived in box cars at the station begging food when he could and stealing the rest. He was caught one day as he tried to make away with a loaf of bread. But an 'American was his captor. He is now well-clad and attending school, and is already dreaming of rescuing his sister and going to America, where the Bolsheviki cannot get him.

Typhus Breaks Out Among Refugees

Typhus has broken out in districts congested by refugees, and it is here that the Red Cross is doing its most remarkable work, and its doctors and nurses sacrificing themselves to the utmost. In railway stations, where hundreds of refugees are crowded together in small rooms amidst unspeakable squalor, the disease has been raging unchecked. The Red Cross has cleaned out most of these and hospitals have been opened and the stricken are being cared for. Some hospitals have been running under Russian supervision, but with practically no medicines and limited equipment.

One hospital in this city, under the supervision of an heroic little Russian lady, who during war time had spent two years with the Russian soldiers on the firing line as a nurse, has been carrying on the fight against typhus under heavy difficulties. With practically no medicines, a German doctor, who had been a prisoner of war since early 1915 and who had volunteered to aid in the work of stamping out the disease, has been helping at this hospital. Ten days ago he died, a victim of typhus. This story reached the Red Cross, who on investigation found that for weeks the doctor had not even alcohol nor any disinfectants with which to protect himself from infection. Nevertheless he carried on his work to the end, refusing assistance to the last in order that some other sufferer might be relieved by the medicine that might have saved him.

The hospital is now stocked with Red Cross supplies, and the work is progressing favorably under the supervision of a Czech doctor. Hospitals for typhus patients are being operated by the Red Cross at Omsk and other towns in the Ural district.

Suffering Produces Morbidity

So much suffering has had a strange effect on the refugees. They seem to take a morbid delight in exhibiting their tragedies and revealing their predicaments. In Omsk I came upon a striking, though a sickening, example of this. With others I was touring the village of refugee dugouts. Here the people live entirely under ground, in dark, smoky holes, with heavy wooden doors for entrances. Some of them have windows of glass. These are all kept tightly sealed however and air, especially on the these cold wintry days, is a thing abhorred. Each hut is filled with smoke which makes the eyes smart, a little of which finds its way to the outer air through inadequate chimneys. Anywhere from four to a dozen persons occupy one dugout.

Entering one of these we came upon a gruesome sight. Immediately in the doorway lay the body of a woman of twenty-five or so, stark, dead. Lighted candles stood at her head and feet and in the far corner of the gloomy hole huddled two men, another woman and some children. They stared at us, uninterested, until one of the party asked if we might take some pictures. They gave eager assent, and grinningly asked if it wouldn't be a good idea to carry the corpse out-of-doors, where a better picture could be made. When our photographer dissented their disappointment was poorly concealed. They told us later the woman was a victim of typhoid and we left. The authorities had not heard of this case when we reported it.

Tragedy stalks the land. Suffering is so common that one tires of it, but the sight of it cannot be avoided. There is a ray of light, however, and that is shed by the American Red Cross, under the direction of Lieut.-Colonel Teussler. This organisation, though battling against the great Russian inertia and boring through mountains of apathy, throughout which run avarice and dishonesty, has really accomplished and is accomplishing a great and valuable service. There are military hospitals for the wounded of all nations, sanitary trains operating between these hospitals and the front, supply trains constantly bringing food and clothing for suffering humanity, as well as numbers of depots where the homeless and destitute may receive warm food, clothing and shelter.

The average person "at home" surrounded by every luxury and among people he can trust, cannot have a proper conception of the suffering in Siberia. In a feeble way I have written of a few cases I have seen, but even photographs would not describe the suffering that is here. Nor would they portray the relief that is being brought to this misery-stricken people by the American Red Cross. Nor will a mighty hymn of thanksgiving from those rescued ever thrill the heavens. Yet is not the self-sacrifice of these Red Cross workers the more noble, since there is no reward for them beyond the gratification within their own hearts?

Customs Club Dance

Over 350 people attended the Customs Club dance last night. It was the second since 1914 and the committee announced early in the evening that similar affairs are to be held at least once a month.

An attractive dance program was prepared and the Municipal Band furnished the music. Refreshments were served. Invited guests included Chief Engineer D. C. Dick and Chief Tidesurveyor C. P. Dawson.

The committee in charge of the affair consisted of Messrs. J. Bartolini, F. Stormes and G. Sherman.

News Brevities

Prof. W. P. Roberts, formerly of St. John's University, is expected to return to China shortly. Prof. Roberts was recently married to Miss Dorothy Mills of Boston. They will make their home in Soochow, where Prof. Roberts will be engaged in evangelistic work.

* * *

Peking papers say that the traffic on the Peking-Mukden Railway has been interrupted by a heavy snowfall.

* * *

The Rev. S. E. Jones and the Rev. T. W. Shepperd arrived in Shanghai from Ningpo yesterday morning.

* * *

The Shanghai Moral Welfare Committee will meet in the Church House Thursday afternoon at 5:30 o'clock. The meeting is open to the public.

* * *

The D. C. M. has been awarded to Sergeant A. A. Whyte of the 17th. Royal Scots formerly of Messrs. Llewellyn and Co., it is learned.

* * *

According to the Japan Chronicle, about 30 officials of the Japanese Civil Administration at Tsingtau are reported to be missing at sea. The party left Tsingtau for Quelpart Island, south of Korea, and nothing has been heard of it since the day of its departure, December 21.

* * *

Mr. F. C. Hitchcock, who spent two years in Peking as Vice-President of the Siems, Carey Railway and Canal Co. and who returned to the United States for what was to be a short business trip last Fall, if not to return to China. He has left the Siems, Carey Co. and joined his former firm, Messrs. McArthur Brothers, railway contractors and engineers, of New York City, his new position being in the nature of a distinct advancement.

* * *

The Klauber Trading Corporation, Foochow Road, has been appointed agents for the Royal Typewriter. It has in hand a stock of the latest models and also spare parts.

* * *

A large number of American University men and their lady guests are expected to attend the annual dinner-dance Friday evening at eight o'clock at the Carlton Cafe. Dancing will begin immediately after the dinner. Table resservations should be made with Mr. Louis Ladow, manager of the Cafe.

* * *

L. C. Passano was brought before the American Consular Court yesterday charged with obtaining money by false pretenses. The defendant was bound over for trial at the United States Court for China on a bond for $1,000.

* * *

Mr. E. H. Everett, the United States Postmaster, left Shanghai for Vancouver on the Empress of Japan yesterday.

* * *

The photographs of scenes of the opium burning which ran in yesterday's issue of THE CHINA PRESS should have been credited to the Burr Photo Company.

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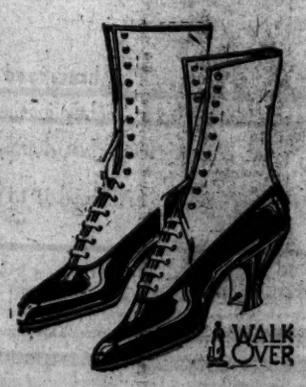

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China Asks Allied Powers To Abolish Tariff System

Chambers Of Commerce Through China Cable Peace Conference Urging Restoration Of Fiscal Autonomy

Arguing that the present tariff system in China is fatal to its industry and calamitous to the rest of the world economically as well as politically, 46 Chambers of Commerce in China, representing every province of the Republic, have jointly sent a telegram to the Paris Inter-Allied Peace Conference, urging the Powers to forego their treaty privileges and restore to China the same right of fiscal autonomy as is enjoyed by themselves.

The message reads:

"To the governments of peace, Great Britain, Italy, Japan, United States and other associated Allies assembled at the Paris Inter-Allied Peace Conference.

We, the representatives of all commercial bodies of the Republic of China, rejoice with you that the great war is ended and the high ideals of the Allies have been vindicated. We note with satisfaction that you as the representatives of the associated Allies are now assembled at Paris to deliberate upon the plans for ensuring a permanent peace for the whole world, and we are confident that such deliberations will confer everlasting benefits on the human race.

The numerous problems in Europe will of course first engage the attention of the International Peace Conference, but we hope that those of the Far East will in no wise be subordinated. For, if the peace of the future is to be made lasting, all possible factors for future discord in whatever part of the world should be eradicated. The lessons of this war have been most costly, and we hope that the associated Allied Governments will conscientiously endeavor to prevent any possibility of a new Balkan problem arising in the Far East. This can only be done by the associated Allied Governments now making bold to see that justice and equality are accorded to the 400,000,000 Chinese people as justice and equality are extended to all other nationalities in Europe. In view of this fact, we, the representatives of the commercial bodies of China, propose to lay before you the problem of our tariff and request you to assist our official delegation to solve it.

As the associated Allied Governments are fully aware, China is bound by international agreements not to establish a national tariff but must enforce a five percent ad valorem schedule of imports for imports and exports established after consultation with the various signatory powers. This is unlike other independent sovereign states where a national tariff and not a treaty tariff is enforced as part and parcel of their inherent fiscal autonomy. The treaties concluded by this country date back to 1858 or earlier, although a new import tariff was established in 1902. The latter tariff, however, is far from being comprehensive, and so that of 1858 is still in force, subject to the few 1902 modifications.

The treaties provide for a decennial revision of such treaty tariff, but for various reasons over which China has no control, there has been only one tariff revision ever since 1858, namely that of 1902. The problems peculiar to this country are indeed unique and unparalleled elsewhere, and those can only be described as anachronisms in the twentieth century. For example, there is the most-favored-nation clause in all of China's treaties which entitles any one power to claim whatever rights or privileges this country may grant to another power. Thus every treaty state is entitled to the benefit of China's five percent ad valorem tariff, whereas among the various powers themselves such tariff reductions or exemptions are placed on a reciprocal or compensatory basis. So China's treaty tariff works unilaterally to the exclusive advantage of goods and commodities entering this country but does not obligate her goods entering the ports of any one of these treaty states to receive a similar benefit or compensation. Moreover any state claiming to take its stand on this precious clause can refuse to agree to any tariff increase, if its voice is effective enough to be heard. Thus in the 1902 "Mackay" treaty between Great Britain and this country, the former agreed inter alia to the increase of this treaty tariff from five percent to twelve and a half percent ad valorem, if China would abolish the interior likin imposts, but this was expressly stated to be conditional upon the engagement "that all Powers who are now or who may hereafter become entitled to the most favored nation treatment in China enter into the same engagements and that their assent is neither directly nor indirectly made dependent on the granting by China of any political concession, or of any exclusive commercial concession." If, however, all such powers "have failed to agree to enter the engagements undertaken by Great Britain under this article by January 1, 1904, then the provisions of the article shall only come into force when all the powers have signified their acceptance of these engagements." At that time Germany, our common enemy in this war, did not so consent, although the present associated Allies and other States were agreeable, and to this date the above article is still inoperative.

Nominally the treaty tariff is based on five percent ad valorem, but actually it is scarcely three percent ad valorem. A few articles have by the 1902 import tariff been assessed on their specific values, but such conversions were expressly stated by the 1901 Protocol to be according to the average value obtaining between the years 1897, 1898 and 1899. The prices of all commodities have increased considerably during the last two decades, and therefore such tariff assessment has never been effectively five percent. Hence the International Tariff Revision Conference at Shanghai which has just completed its labor is engaged upon raising the nominal five percent to an effective five percent.

Under the circumstances, financially as well as economically, the losses and hardships occasioned to the Chinese people have been almost incalculable. For example, the following are made duty free according to the tariff of 1858; gold and silver bullion, foreign coins, flour, Indian meal, sago, biscuits, preserved meats and vegetables, cheese, butter, confectionery, foreign clothing, jewelry, plate ware, perfumery, soaps of all kinds, charcoal, firewood, foreign candles, foreign tobacco, foreign cigars, wine, beer, spirits, household stores, ship stores, personal baggage, stationery, carpeting, cutlery, foreign medicines, and glass and crystal ore. These are expressed to pay "no import or export duty, but if transported into the interior, will, with the exception of personal baggage, gold and silver bullion, and foreign coins, pay a transit duty at the rate of two and a half percent ad valorem." In other words, articles which in other countries are classified as luxuries and taxed from fifty to even two hundred percent are admitted duty free into China.

As the annual revenue from this source to the national treasury is about six millions sterling and therefore most meager, our government, in order to make the ends meet, had to resort to other forms of taxation —for example the internal likin and other transit duties. These internal imposts are admittedly ruinous to all domestic commerce, but our government had no other alternative, since it could not without the unanimous consent of the various treaty states raise the tariff on foreign imported goods. Therefore there is no internal commerce to speak of, and all forms of industry are being killed. This shortage of revenue has reached most unfavorably on all phases of national development and accounts for our increasing poverty and present backwardness in education, agriculture, finances, etc.

It is to be noted that this state of affairs has been going on for the last 60 years, and should not be allowed to continue any longer, since it is fatal to China's development and calamitous to the rest of the world economically as well as politically. We therefore pray that the associated Allied Governments will agree to forego their treaty privilege and restore to China the same right of fiscal autonomy as is enjoyed by themselves as well as other independent nations, so that we may develop our industries, manufactures and natural resources, become better consumers of the world's commodities, and, as a people constituting one-fourth of the world's population contribute our share to the progress and civilisation of mankind.

The associated Allies have proclaimed to the world that their ideals are to make the world safe for democracy as well as a happier place to live in, and the vindication of the Allied arms has been rightly acclaimed not as a military victory over our common enemy but as a triumph of the highest moral ideals. Or, as President Wilson has put it in his Thanksgiving proclamation, "the complete victory has brought to us, not peace alone, but confidence and promise of a new day as well, in which justice shall replace force and jealous intrigue among nations." It is our earnest hope and fervent prayer that the associated Allied Governments will deal justly by the Chinese nation and assent to our request, to the lasting benefit not only of the Chinese people but also of the entire human race.

(Signed) Chang Chien, Chu Pao-san, Shen Lien-fong and 46 General Chambers of Commerce, representing the merchants throughout the whole of the 22 provinces of China.

SUBMERSIBLE CRUISERS & POWER IN BRITISH NAVY

'K' Boats Match For Anything On Sea Except British Dreadnaughts And Battle-Cruisers

(Reuter's Agency War Service)

London, January 14.—A few of the secrets of the navy are gradually being divulged. It is now permissible to give some details of the British "K" boats. These are really submersible cruisers of great size and speed. While on the surface they use steam for propulsion while electricity supplies the power when submerged. They carry ten torpedo-tubes and several four-inch guns while some of the latest type are more heavily armed. They are said to be a match for anything afloat except our own dreadnaughts and battle-cruisers. It is claimed that they have fulfilled every expectation of their designers. They carry a crew of fifty-five officers and men.

Books For Soldiers

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames F. D. Northcome, T. H. Harris, Wm. McIntosh, R. Potehunt, Wm. Morris, Jack, Fitzsimmons, G. W. Morrison, Messrs. Calder, Marshall and Co.; Shanghai Club, McTavish and Co., Shanghai Municipal Council, Public Works Dept.; A. Eveleigh, R. F. C. Master, P. Lessner, C. S. Peacock, H. E. S. Pickering, F. C. Banham, F. L. Marshall, H. Middleton, W. A. Ellis, A. R. Chewburgh, E. G. Barrett, H. A. Atkinson.

The following letters have been received from India:

Red Cross Depot,
Bombay, 3rd December, 1918.

No. 5669.

The Postmaster,
British Post Office, Shanghai.

Dear Sir,—On behalf of the Red Cross I beg to tender their grateful thanks for the two bags of books and magazines, which have been safely received.

Yours faithfully,
(Sd.) A. L. DAVIES, Major,
Hon. Superintendent.

Red Cross Depot,
Bombay, 12th December, 1918.

No. 5763.

Dear Sir,—I have to advise that on 11th inst., I received three bags containing books and magazines, and on behalf of the Red Cross I tender their grateful thanks for this gift, which is much appreciated.

Yours faithfully,
(Sd.) A. L. DAVIES, Major.,
Hon. Superintendent.

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NEXT WEDNESDAY

JANUARY

22

1919

THE DANSANT AND ART EXHIBITION

I must attend the THE DANSANT and the ART EXHIBITION and Sale of Paintings by Madam Wu Hsien-fen and Mrs. James Macbeth, given by the American Woman's Club for the relief of Siberian War Sufferers AT THE CARLTON. :: :: :: :: ::

EXHIBITION, 3 to 7 p.m. THE DANSANT, 5 to 7 p.m.

Music by the CARLTON ORCHESTRA

Admission $1.00 Tea extra $0.50

Tickets obtainable from Members of American Woman's Club.

DON'T FORGET! Next Wednesday, January 22nd at the Carlton, 3 to 7.

(This space contributed by Getz Bros. of the Orient, 13 Nanking Road)

LOSES FIFTH WIFE AND ONE OF HIS OPTICS

Handsome Nat Goodwin Drops Out Of 'Why Marry?' To Have An Operation

The fact that Nat C. Goodwin, the actor, had lost an eye as a result of using chloroform liniment as an eyewash by mistake and that he might be compelled to retire permanently from the stage became known today, reports the New York Sun of Dec. 3.

Mr. Goodwin entered the Manhattan Eye, Ear and Nose Hospital at 210 East Sixty-fourth street on Nov. 20 last and his eye was removed by Dr. Frank N. Irwin of 527 Fifth avenue on last Saturday.

It was explained at the offices of Selwyn and Co. that Mr. Goodwin was playing in "Why Marry?" in Kansas City when he mistook the chloroform liniment for the eyewash. This was a month ago. The actor's eye became inflamed, but he persisted in going on with his part in the show. After leaving Kansas City the production played one night stands for two weeks, and the frequent "jumps" and other difficulties of such a trip prevented Mr. Goodwin from giving the eye the attention it needed.

Finally the company reached Terre Haute, where Mr. Goodwin was told by physicians that unless he had proper medical attention the inflammation would work back into his brain and kill him.

He thereupon returned here. He was told that he would have to go to the hospital at once, which he did. The inflammation did not respond to treatment, however, and the eye was taken out to prevent the inflammation from spreading.

The actor, who is 61 years old, was resting comfortably today, and said to a friend:

"When I get well I am going back on the stage."

Some of his theatrical friends expressed doubt of this, however.

Miss Margaret Moreland, the comedian's fifth wife, sparated from him recently.

OSAKA COURT HEARS 17TH CENTURY CLAIM

Man Demands Restitution Land Which Was Reclaimed From Swamp By Ancestor In 1698

Kobe, Jan. 9.—Some interesting litigation arising out of a claim back to the seventeenth century is now engaging the attention of the Osaka Court. It seems that a wealthy man named Ichioka Yozayemon in the eleventh year of Gawanroku (1698) obtained the permission of the authorities to undertake reclamation work on an extensive tract of reedy swamp at a place then called Kuhoura, Settsu province, in consideration of paying a certain amount of money to the Bakufu authorities. The work was completed in three years, and with permission of the authorities the place was named Ichioka Reclaimed Land after the name of the owner. This now constitutes Ichioka-cho, Nishi-ku, Osaka.

In the years that have elapsed the fortunes of the Ichioka family have been gradually on the wane. In 1720 the then head of the family borrowed money from the Konoikes, the forbears of the present Baron Konoike, on the security of a certain portion of the reclaimed land, and in order to repay this debt the Ichiokas borrowed money from a man named Wada Kyuzaemon. It is alleged that as the result of the failure of the Ichiokas to discharge their debt, this man appropriated to himself not only that part of the land pledged as security but also the whole of the remainder of the land.

The descendent of the Ichoka family, a man named Ichioka Motojiro, employed by a bank in Kuwana, near Nagoya, as now lodged a claim in the Osaka Court against the descendant of the Wada family, a wealthy man in Osaka, the Chioka Land Company, and others concerned, demanding the restitution of the land in question. It may be added that the above particulars are from the ex parte statement of the plaintiff and the other side of the story remains to be heard.

MR. F. L. TINKHAM AT UFA

On his way to Ufa, where he will be connected with the American Y.M.C.A., Mr. F. L. Tinkham, who was formerly with the American Trading Company, is now at Omsk where he arrived on December first. Mr. Tinkham left Harbin November 11 after the long trip across Siberia. On the journey Mr. Tinkham was accompanied by Mr. D. K. Grady, formerly of THE CHINA PRESS, now at Ekaterinburg, and other Y.M.C.A. men. While at Harbin, Mr. Tinkham was in charge of the Railroad Y.M.C.A., maintained for Russian railway employes and American engineers.

Mr. S. T. Wen Leaves Political Life For Work With Y.M.C.A

Mr. S. T. Wen

Mr. S. T. Wen, Special Adviser for Foreign Affairs to Military Governor Li Shun, of Kiangsu Province, has secured a release from his present position in order to become general secretary of the Young Men's Christian Association in Hangchow. Mr. Wen has had an interesting career. After graduating from the Naval College in Tientsin he spent several years in the navy, after which he entered educational work under the government in Kaifeng. Still later he became the English secretary to the Viceroy in Canton and then in Nanking. In this position he laid the foundation of his diplomatic career, incidentally winning the friendship and esteem of a large number of influential foreigners.

He was in Nanking when the Revolution of 1911 broke out and became at once actively identified with the leaders of the movement. When Chu Jui became Military Governor of Chekiang Province, Mr. Wen was sent to Hangchow as Commissioner of Foreign Affairs. His first notable achievement in this position was a successful fight on the opium interests which were trying desperately to regain a footing in the province. Dr. S. K. Hornbeck's thorough statement in legal form of the whole case between the opium interests and the government of China, first publishd in THE CHINA PRESS and later issued in pamphlet form, was brought out in connection with this fight, and it had considerable bearing on the subsequent progress of the anti-opium fight throughout the country.

While in Hangchow Mr. Wen was active in bringing the business and industrial leaders of Hangchow in touch with foreign experts with a view to extending and improving the business and industries of Hangchow. He was also active in keeping Hangchow before the public through the medium of the foreign papers and the visits of distinguished men. He at once identified himself very intimately with the work of the Young Men's Christian Association which was just being organised when he reached Hangchow. It was largely through his influence and efforts that the Association was given a two-and-half acre lot in the heart of the city and was able to secure among its members and supporters the most representative men of the city.

As a result of this connection with the Young Men's Christian Association Mr. Wen began to make a careful study of Christianity and after a year or more, on the occasion of Mr. J. S. Eddy's meetings in 1914, he decided to join the Church. A year later his entire family was baptized while many of his relatives and friends have become Christians under his influence. Meanwhile the conviction has grown upon him that the redemption of China must come through the redemption of China's manhood, and it is this conviction which has determined his acceptance of a long-standing call to become general secretary of the Young Men's Christian Association in Hangchow.

Military Governor Li Shun, in releasing Mr. Wen for his new work expressed the greatest appreciation both of his unselfish spirit and of the possibilities of service in the Young Men's Christian Association. Mr. Wen will begin his work in Hangchow on March 1. A large public will follow his new service with deep interest and great expectations.

Navy League Correspondence

The following summary of some recent correspondence affecting as it does both the American and British navies will be read with wide-preading interest. It will be remembered that the Nanking which recently passed through here on her way south carried two parties of blue jackets, the one American, the other British. Wireless information enabled the American Y.M.C.A. to arrange for a reception which proved completely successful, including as it did a dinner, a dance, visits to sights in the neighborhood of Shanghai, and even a trip to Soochow. All the expenses were borne by a few American residents.

Under Sir Everard Fraser's direction, the Honorary Secretary of the British Navy League, wrote on behalf of his committee and members, and the British community in general, an expression of their warmest thanks for this great kindness, concluding thus:

"It may, we hope, on some future occasion, be our fortunate lot to be able to return to American blue jackets the kindness our own have received from you. Meanwhile we pray that the good feeling now prevalent between the two services, as well as between our two peoples, will for all time preserve its present cordiality."

In his acknowledgment of this letter the General Secretary of the American Naval Y.M.C.A. wrote as follows:

"Will you kindly communicate to the British Navy League and the British community that the Navy Y.M.C.A. in Shanghai as well as all other branches of the Army and Navy Y.M.C.A. will at all times put forth every effort to bring about a friendly feeling between our American boys and your British boys. Reports from the front show that the men of England and America work, play, and fight together in a close, brotherly way."

Mr. Rumsey further invites every British sailor to share in the privileges of the Y.M.C.A., and expresses his desire to co-operate "in this great work of helping men of the two services."

With regard to the Holly Berry gift of $5 per man made by the British Navy League to the Petty Officers and men of H.M.'s ships here and up the Yangtsze on Christmas Day, replies of thanks have been received from all the vessels interested. Speaking for the crews of three of them Capt. Mullock writes:

"They wish me to say how keenly they appreciate this very welcome gift and the kind thought of them, and to ask you to convey to the Navy League in Shanghai their very best wishes for Xmas and the New Year."

This is the tone of all the communications and may be taken as representative of all.

From home there comes from the parent Navy League the following copy of a resolution passed on October 7 last:

"That the Navy League makes a definite and emphatic demand for a declaration on the part of His Majesty's Government, that before any proposal for peace with Germany is entertained, there must be a guaranteed undertaking on Germany's part to make compensation for the losses sustained by British and Allied merchant shipping through submarine attack, on the basis of ship for ship and ton for ton in equitable proportion. Any deficiency to be supplied in raw materials for ship construction, such compensation be made apart from the legitimate claims of owners for loss of cargoes, earning power of ships, and reparation for the lives of passengers and crews."

GEN. SEMENOFF ISSUES WARNING TO BOLSHEVISTS

One-Time Recalcitrant Chief Will Help Siberian Authorities To Stamp Out Rebels

(Reuter's Pacific Service)

Harbin, January 17.—The Commander of the Omsk garrison has issued an order forbidding citizens, with the exception of the military with special permits, to appear on the streets after 9 p.m. or before 6 a.m., closing all music-halls, theaters and restaurants at 9 p.m. and ordering the town to be searched for hidden arms. For this purpose the town is divided into sections, all inhabitants who do not deliver up the arms in their possession at the first request will be put before the war-tribunal and any persons guilty of armed opposition will be shot on the spot.

Colonel Semenoff, who now occupies the post of Chief of the Eastern Siberian army, after receiving a despatch from the Chief Siberian headquarters in which the growth of Bolshevism along the Trans-Siberian railway is pointed out and also the urgent necessity for taking most energetic measures to counter it, has issued an order declaring that he will strictly fulfil all the measures required by the Government and woe betide those who attempt to hinder the Government's work of reconstruction. Furthermore Colonel Semenoff states that he is not only prepared to quell any Bolshevik movement by armed force but also that he will suspend supplies to any region in which such a movement springs up while he will furnish adequate supplies to those regions where no disorders occur.

Tokio, January 17.—Viscount Uchida will give a dinner to a number of prominent business men tomorrow at which the economic relief of Siberia will be discussed.

CHINESE SCHOOLS AIDING SIBERIAN RELIEF WORK

Students Give 2,079 Garments And $130 To Allied War Relief Association

Chinese school children have made 2,079 garments and contributed $130 to the Siberian Relief Fund, according to an announcement made by the Allied War Relief Association yesterday. Seventeen schools, many in Shanghai, are represented in the totals and the work, in most cases, has been spontaneous. In but few instances have representatives of relief organizations inspired the labor. The work started in these schools will be called to the attention of other Chinese schools and there is also a probability that foreign school children will help.

St. Mary's Hall of St. John's University, leads other schools with a production of 300 new and 461 old garments. The schools working are Fuh Tan College, Nanyang, St. John's University, Ellis Kadoorie, McTyeire, Sinza, Y.W.C.A., Shanghai High, Eliza Yates Memorial, World's Chinese Students Federation, Presbyterian Mission, Chie Hsu School, Bridgeman, Baptist College, Margaret Williamson and Wusih.

The students at Bridgeman School have pledged 200 pairs of shoes and the society at Medhurst College is to work three days each week for the Siberian children. Mrs. George Fitch has organised a working class of Chinese women and girls who are also aiding in the production and collection of garments.

Perhaps the mother cannot nurse her baby any longer. Milk in some form must be given, and there is nothing better than the milk food which for half a century has proven safe and satisfactory, both winter and summer.

Nestlé's Food

(A complete milk food)

Raw cow's milk, in addition to its obvious dangers, is difficult for the baby to digest.

In Nestle's Food there is the pure milk of healthy cows.

In the process of preparation the curd is made easier to digest, and there is added just the right amount of sugar and cereal.

It can't sour, spoil or deteriorate.

All that is necessary to prepare the Food for use is to add a definite amount of cold water and boil. It is simple for the mother or nurse and protects the baby.

When diarrhoea and gastro-intestinal infection become prevalent, the use of Nestle's Food means safety and protection.

It is very often a solution of the infant feeding problem.

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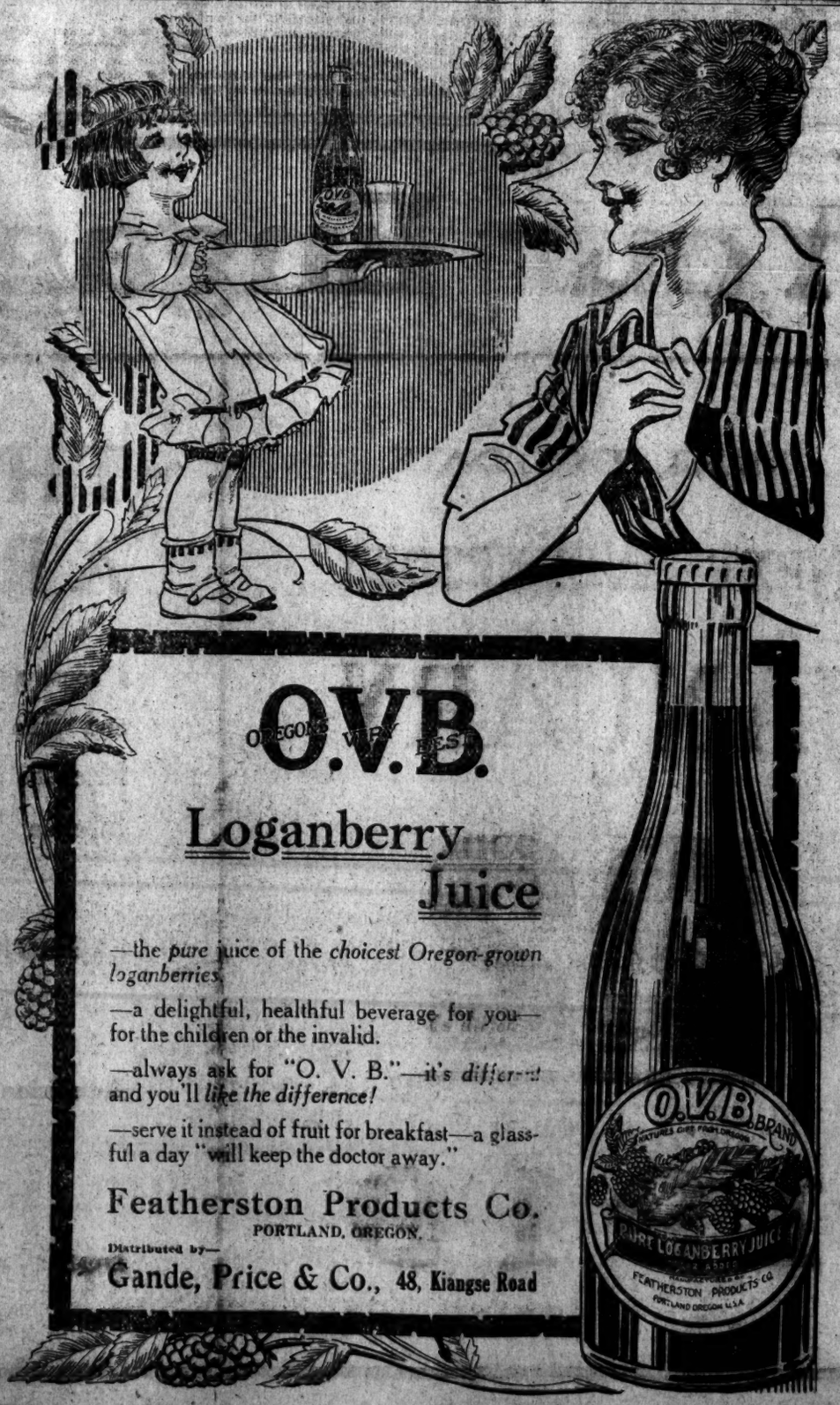
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AND WE ARE GOING TO MAKE IT A RECORD ONE

The Year's One Big Event

170 "Eclipse" Writing Pads
Cream Wove Bank Paper.
Usual Price 45 cts. **Sale Price 30 cts.**

200 "Triumph" Writing Pads
White Wove Ruled Paper.
Usual Price 40 cts. **Sale Price 25 cts.**

100 only Friendship Writing Pads
White Wove Ruled Paper.
Usual Price 85 cts. **Sale Price 60 cts.**

Linoleums Are Cheap This Sale

Plain Green Linoleum 72 inches wide. Clean and durable.
Usual Price $4.50 yard. **Sale Price $3.00** yard

Linoleums in Parquetry. Floral, Tile and Matting Designs. For Bedrooms, Dining Rooms, Halls, etc.
72 inches wide.
Usual Price $4.50 per yard Sale Price **$3.00** yard

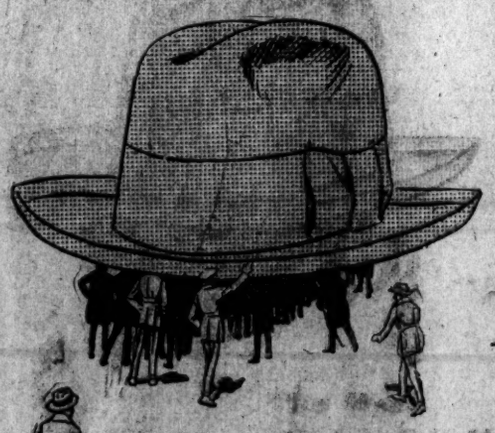
The Wonder Value in British Boots
THE "ORIENT"

318 pairs. **Tan Leather Orient Boots**
Sizes: 4½, 5, 5½, 6, 6½, 7. Usually **$7.50** pair.

23 pairs. **Tan Glace Oxfords**
Sizes: 8½, 9, 9½, only. Usually **$7.50** pair.

226 pairs. **Black Calf Boots**
Sizes: 4, 4½, 5, 5½ only.

Usually $7.50 pair. Sale Price **$4.75** per pair.



This Week
About 50 Job Felt Hats
mostly Green shades, to be cleared at one price **$1.00** each

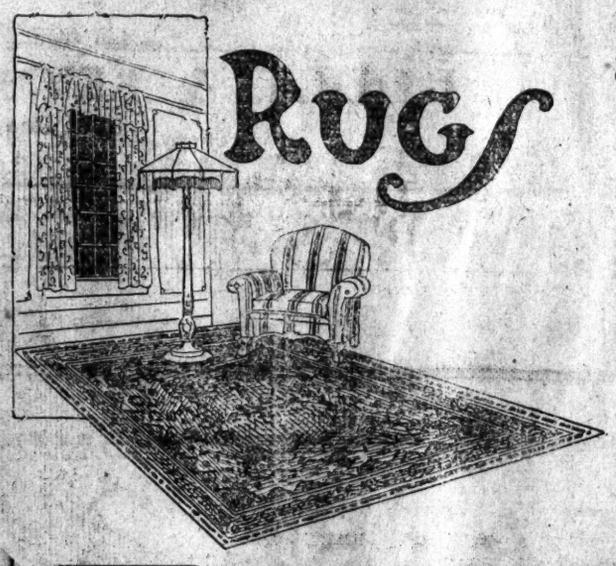
Furs To Be Cleared At Sacrifice Prices

50 Smoked Foxeline Stoles
Lined
Usual Prices: $3.00 3.75 & 7.50
Sale Price *$1.55 1.75 & 3.75*

Black Foxeline Stoles
Cap or cravat style with head to fasten
Usual Prices $9.50, 18.75
Sale Prices *$7.50 14.75*

Muff to Match,
Usual Prices $12.50, 10.50
Sale Prices *$10.50, 7.75*
Odd furs are offered at the lowest prices ever marked by us.

GET A CARPET SQUARE NOW AT THESE PRICES



50 Deccan Mohair Rugs
Composed of Mohair Cotton and Jute.
Size 68 by 32 inches
Usual Price $5.00
Sale Price **$9.75**

70 Reversible Jute Rugs
Size 51 by 28 inches
Usual Price $2.50
Sale Price **$1.25**

Axminster Squares
In assorted designs and qualities.
Size 3 yards by 3 yards
Usually $55.00
Sale Price **$35.50**
Size 3½ yards by 3 yards
Usually $65.00
Sale Price **$38.00**
Size 4½ yards by 4 yards
Usually $150.00
Sale Price **$65.00**

Come up on the First Floor for these.

Mirzapore Squares
In assorted designs and qualities

Size 10 ft. 3 inch by 7 ft. 3 inch		
Usual Price $50.00	SALE PRICE	**$33.50**
Size 12 ft. by 9 ft. Usually $75.00	,,	**47.00**
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,, 15 ,, ,, 12 ,, ,, 130.00	,,	**78.50**

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Clearance of All Wool Witney Blankets

QUALITY "SPECIAL"

6 pairs Cot Blankets. Size 33 x 51 ins.
All pure Wool. Usual Price $8.50 pair
Sale Price **$6.00** pair

QUALITY No. 4

26 pairs Cot Blankets, guaranteed Pure All Wool Witney.
Size 38 x 60 ins. Usual Price $8.50 pair
Sale Price **$6.00** pair

QUALITY No. 4

11 Pairs Cot Blankets, special good value, size 46 x 64 inches
Usual Price $10.50 pair. SALE PRICE **$8.00** pair

BIG VALUE HERE

200 TWEED CAPS
In Green Shades.
THIS WEEK **55 cts.** EACH

SOME GO TO THESE

Here is a Warm Offer in Flannel Shirts

150 Ceylon Flannel Shirts
Selected stripes all good colors.
Usual Price $4.75. SALE PRICE **$2.75**

To Men Who Want Comfort in Underwear

Men's Wool and Cotton Union Suits

Nice medium weight, long sleeves and legs, special quality and worth double the price.

Usual Price
SM. M.
$5.00, 5.25 each
Sale Prices
SM. M
$3.50, 3.75
each

POINTERS FOR MEN

100 only White Knitted Mufflers. Plain and Barred Ends ..... **$1.00** each

80 only Flangola Pyjamas. Fancy stripes, colored grounds. To be cleared at ..... **$3.00** the suit

Men's Plain Color Cashmere Half Hose
Strong quality, well finished. Worth double the price to-day.
Usual Price 75 cts. pair Sale Price 50 cts.

Time To Buy Sox

300 pair **Fancy Cashmere Sox** 2 pairs for $1.00

Men's Fancy Cashmere Half Hose
All wool, smart designs, extraordinary value at 2 pairs for $1.50

Men's Black Cashmere Half Hose
Extra spliced toes and heels.
Usual Price 85 cts. pair
Sale Price 45 cts.

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TERMS: CASH at time of purchase or on delivery of goods

BIGGEST DIRIGIBLE IN U.S. MAKES 1,200-MILE FLIGHT

Goes From New York To Key West At Speed Of 49-Miles An Hour

(American Wireless To Reuters)

Key West, Florida, January 17.—(Received at French Wireless Station).—America's largest dirigible, the C.1, terminated a successful flight from New York Station to Key West, a distance of 1,200 miles, in twenty-nine hours, making an average speed of forty-nine miles. The highest altitude reached by it was 25,000 feet. It carried a crew of seven.

120 More Chests Burned In Pootung

Whole Of Stock In Ewo Godown Will Be Destroyed By Monday Night

One hundred and twenty chests of Bengal opium were burned yesterday in the Pootung kilns. At the conclusion of the burning, Commissioner Chang Yi-pang announced that in view of the good speed made yesterday, 140 chests will go up in smoke today. At this rate, the entire stock kept at the Ewo godown will be destroyed before Monday evening and the examination of the Sassoon stock will begin Tuesday.

In spite of the incessant rain yesterday, the balls were committed to the flames at high speed. Great care was exercised by the officials in preventing the material from getting wet as the humidity might delay the burning. Only twenty odd spectators were on hand to witness the event. More firemen were employed to facilitate the burning. An extra launch was put to service for the spectators who wished to leave the scene at will.

A detachment of military police detailed from the third station of the Pootung police was on guard during the night.

Jugo-Slav Assembly To Be Convoked Soon

Proclamation By Prince Regent In Belgrade Promises Democratic Program

(Reuter's Agency War Service)

Belgrade, January 14.—The Prince Regent has issued a proclamation to the Serbs, Croats and Slovenes, which states that the National Assembly will be convoked as soon as possible and that it will constitute the provisional legislative body. The proclamation outlines a number of democratic and socialistic measures, including a liberal handling of the agrarian problem.

Patience Is Asked In Demobilisation

Sir Auckland Geddes Says Government Seeks To Speed Up Men's Release

(Reuter's Agency War Service)

London, January 16.—Sir Auckland Geddes has made a considered statement with regard to the complicated problems of demobilisation, urging the public and the army to exercise patience and to study carefully the many sides of this thorny question.

He said that Field Marshal Sir Douglas Haig and Mr. Winston Churchill were conferring in London and were closely examining the means of speeding up the discharge of more pivotal men. The machinery of release, which was steadily improving, and proceeding along lines designed to avoid industrial chaos and the evils of creating large masses of unemployed.

The official policy was that a general demobilisation has not yet been ordered and we are demobilising in a way which would give the country an homogeneous army at any moment to meet eventualities.

Sir Auckland Geddes concluded by warning that the next twelve months will be critical ones, but there was great reason for optimism and if we faced the situation as we faced the war we should win through.

A subsequent authoritative statement outlines the plan which is being tackled.

The creation of an Army of Occupation for the Rhine of moderate size but with a high standard of efficiency for service until the Germans have made the required reparation. When completed, the remainder of the army could be demobilised according to the priority of trade category. The Army of Occupation to be mainly men who have done least military service but who shall be recompensed by being granted substantially increased pay. The inauguration of plans in the near future for an army after the war to garrison India and other places abroad.

German Prisoners To Rebuild France

200,000 Allotted To Work On Reconstruction Of Devastated Regions

(Reuter's Agency War Service)

London, January 15.—The French Government has decided to utilise more fully the labor of prisoners of war in the reconstruction of the devastated departments and is allotting at least 200,000 men for this work.

DEMISED VESSELS' RATES

(Reuter's Agency War Service)

London, January 15.—The revised Blue Book rates for "demised" vessels, net form of charter, monthly rate 7/6d. (? per ton) for vessels of 900 tons gross to 3/6d. (? per ton) for vessels over 9,000 tons.

FIFTH LIBERITY LOAN IS SOON COMING

Before Resigning, Secretary McAdoo Wrote To Bankers Explaining The Situation

Washington, December 10.—Secretary McAdoo has announced plans "for one more great popular campaign for the sale of bonds."

In a letter to all banks, made public by the Treasury, Mr. McAdoo outlined the Treasury's policy for the next five months, embracing a series of biweekly Treasury certificate issues in anticipation of the fifth loan.

Cessation of hostilities, Mr. McAdoo's letter said, has by no means brought to an end the heavy cost of the war. Government expenditures for the month of November exceeded $2,000,000,000 and established a new record for monthly war cost. The letter explained that there can be no definite forecast of disbursements for the next five months because of uncertainties of pending revenue legislation.

Bankers Must Assist

"It is therefore necessary that a rational program for Government financing shall be executed," the letter continued. "The policy adopted by the Treasury Department of laying before the bankers of the nation the nature of Treasury requirements is being followed now.

"I am writing you to inform you of the program for the ensuing five months in order that every bank and trust company may be able to prepare itself to meet patriotically the requirements of the Government."

The Secretary calls attention to the expense of maintaining an army of occupation in Europe and to the other war bills which must be met. These bills cannot be paid, he declares, unless the Treasury continues to have adequate support from the people at home.

"The expenditures of the Government," the letter read, "beginning July, 1918, to November 23, a period of less than five months, amounted to $8,213,070,000. Such expenditures during the current month to the 23rd, amounted to $1,577,000,000, or at the rate of $2,000,000,000 for the month."

Mr. McAdoo explained to the bankers that the fifth loan should be of bonds with short maturity term. It would be difficult, he added, to set into motion any plan for the continued sale of Government bonds during the period of readjustment. Current requirments would be taken care of by the issue of Treasury certificates.

The first issue of these certificates will be dated December 5, 1918, and will mature May 6, 1919.

"Evidently some time must pass before the readjustment from a war to a peace basis can reflect itself in material diminution of the daily cash outgo from the Treasury," the letter continued. "Indeed, the wise policy of prompt liquidation of contracts might actually result for a time in the acceleration of demands upon the Treasury."

Treasury disbursements during the last four months have averaged about $1,650,000,000.

You can lift Corona with one hand--
it enables you to write with both.

CORONA

The Personal Writing Machine

CORONA is handsome enough to grace the finest library desk, strong enough to be carried as baggage, fast enough and accurate enough for office as well as private use.

Discover how you can write faster, better, more legibly but no less personally than with the pen. How you can make your personal business writing more businesslike, your intimate business writing more personal.

Ask us any day for a demonstration of this adequate six-pound writing machine. Call and write on it yourself.

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THE GREAT

PROTEAN ARTIST

The Artistic Duo

MLLE. BLANCHE ROSSETTI

The Soprano with the Golden Voice

MONS. ARTHUR BAROEN

Renowned Belgian" Cellist.

Miss Tessie Turner

That Ragtime Girl from America

Armistice Night In Mons ◎ A Wonderful Memory

By Philip Gibbs

Last night for the first time since August in the first year of the war there was no light of gunfire in the sky, no sudden stabs of flame through the darkness, no long spreading glow above the black trees where for four years of nights human beings were being smashed to death. The fires of hell had been put out. It was silent all along the front with the beautiful silence of the nights of peace. We did not stand listening to the dull rumbling of artillery at work, which has been the undertone of all closer sounds for fifteen hundred nights, nor have sudden heart-beats at explosions shaking the earth and the air, nor say in whisper to oneself, "Curse those guns!" At eleven o'clock in the morning the order had gone to all the batteries to cease fire. No more men were to be killed, no more to be mangled, no more to be blinded. The last of the boyhood of the world was reprieved. On the way back from Mons I listened to this silence which followed the going down of the sun and heard the rustling of the russet leaves and the little sounds of night in peace, and it seemed as though God gave a benediction to the wounded soul of the world. Other sounds rose from the towns and fields in the yellowing twilight and in the deepening shadow-world of the day of armistice. They were sounds of human joy. Men were singing somewhere on the roads, and their voices rang out gladly. Bands were playing, as all day on the way to Mons I had heard their music ahead of the marching columns. Bugles were blowing. In the villages from which the enemy had gone out that morning round about Mons crowds of figures surged in the narrow streets, and English laughter rose above the silvery chatter of women and children.

Like Bats in the Dusk

The British soldiers were still on the march with their guns, and their transport, and their old field cookers, and all along their lines I heard these men talking to each other gaily, as though something had loosened their tongues and made them garrulous. Motor cars streaked through the Belgian streets, dodging the traffic, and now and then when night fell rockets were fired from them, and there were gusts of laughter from young officers shooting off Verey pistols into the darkness to celebrate the end of hostilities by this symbol of rising stars, which did not soar so high as their spirits. From dark towns like Tournai and Lille these rockets rose and burned a little while with white light. Our aviators flew like bats in the dusk, skimming the tree-tops and gables, doing Puck-like gambols above the tawny sun-set, looping and spiralling and falling in steep dives which looked like death for them until they flattened out and rose again, and they, too, these boys who have been reprieved from the menace which was close to them on every flight, fired flares and rockets which dropped down to the crowds of French and Flemish people waving to them from below.

Toasting Victory

Late into the night there were sounds of singing and laughter from open windows in the towns which had been all shuttered, with the people hiding in their cellars a week ago or less, and British officers sat down to French pianos and romped about the keys and crashed out chords, and led the chorus of men who wanted to sing any old song. In the officers' clubs glasses were raised, and someone called a toast, and no one heard more than the names of England, Scotland, and France, with "victory" as the loudest word, for men had risen from all the tables, and boys were standing on their chairs, and there was the beginning of cheers which lasted five minutes, ten minutes, longer than that. And some of those who cheered had moist eyes, and were not ashamed of that because of the memories in their hearts for old pals who had gone missing on the night of the armistice. Perhaps the old pals heard these cheers and joined in the toast, for noise of all this gladness of living men rose into the night sky along the length and breadth of all our armies. And in the midst of all this sound of exultation men had sudden silences, thinking back to the things which have passed.

Yesterday, coming back from Mons, I had dodged a hundred mine-craters blown up by the enemy along all the roads to Mons, and had become entangled in tides of traffic, and had traveled far through liberated country. But I had been determined to get to Mons, and on the day of "Cease fire" to go to that town, which by a happy miracle was taken in the last battle, so that the war ended for us where it began, where the old "Contemptibles" withstood the first shock of the German arms. It was worth going to Mons yesterday with this memory in one's mind, and anyhow because of the wonderful scenes along the roads. I stopped at Brigade Headquarters on the way, and an officer there said: "Hostilities will cease at eleven o'clock this morning, and thank God for that."

Flowers and Flags

With this news I went on, and saw that everywhere the news had gone ahead of me. Soldiers assembled in the fields for morning parade were flinging their steel helmets up and cheering. As they marched through the villages, they shouted out to the civilians: "Guerre fini. Boche napoo," and women and children came running to them with autumn flowers, mostly red and white chrysanthemums, and they put them in their tunics and in the straps of their steel helmets. Thousands of flags appeared suddenly in a village where no French or Belgian flag could be shown without fines and imprisonment until that very morning, when liberty had come again, and every Tommy in the ranks had a bit of color at the end of his rifle or stuck through his belt, and every gun-team had a banner floating above its limbers or its guns, and its horses had flowers in their harness. For miles there was a pageant on the roads, and as there moved one way endless tides of British infantry and cavalry and artillery and transport with all that flutter of flags above them, with the great banners of Belgium and France like flames above them, another tide moved the opposite way, and that had its flags and its banners. It was a pitiful heroic tide of life made up of thousands of civilian people who that morning had come back through the German lines. They were the men from 15 to 60 who had been taken away from Cambrai and Courtrai, Lille and Roubaix and Tourcoing, Tournai and Valenciennes, and hundreds of towns and villages in the wake of the enemy's retreat, because to the very end the German command had conscripted this manhood to forced labor and to prevent them from serving their own armies. Then at last yesterday, seeing that their own doom had come, they said to these people in Brussels and other towns behind their lines: "You can go. We want no more of you."

Return of the Exiles

So vast numbers of men and boys who had been forced from their homes by German bayonets, and with them thousands of women, were making their way home yesterday on all the roads through Mons and Ath. They were burdened with the luggage they had taken on their exile. The men had heavy packs strapped about them, so that they bent under the load, exhausted by long trekking, with only enough for life. But each man had added some straws to his camel's weight by adding flags into his pack, not one flag, but mostly four or five, so that as he trudged with bent head these colors fluttered above him. There were armies of these boys, and among them were crowds of elderly men in black coats and bowler hats with mud up to their knees and stains on their backs where they had slept on filthy straw. Groups of them, a dozen or more, pushed hand-carts made roughly out of boxes holding their wallets and packs, and so they made their way through our troops going forward, and every now and then these men stopped round their carts to raise their hats and shout, "Vivent les Anglais!" and to grasp the hands of British Tommies and say, "Bravo, bravo." The women showed the courage which has never departed from them through all these years of tragedy. They were hot and spent by this long journey on roads, and their hair had become uncoiled and their skirts were bedraggled with mud. But they had an eager look in their eyes, and strained forward at the ropes of their carts with the vision of their homes luring them on mile after mile to Tournai and Lille. I saw two of them come home yesterday and reach their journey's end. It was mother and daughter, in a village between Tournai and Mons. They halted outside their house, and saw that in their absence it had been shelled into a rubbish heap of brickdust and broken timbers. They had traveled far to come home. . . . Outside Mons two girls walked with me across a foot-bridge which our engineers had built across the canal where all the bridges had been blown up by the enemy. One of them was a tall peasant girl, who seemed to me like Joan, the Maid of Democracy, because of the brave look in her eyes and her frank way of speech and her heroic simplicity. She described the fighting which had liberated the town that night. "I was not afraid," she said, "because I have never feared death. But machine-gun bullets were all around us, and four of our people were killed. They could not go down in their cellars because I wanted to see the English come."

What the Prisoners Suffered

She told me of the sufferings of the British prisoners, as all the people in Mons told me, and something broke in her voice at this thought, and her eyes were swept with tears. She turned for a moment in her swinging walk, and said: "Monsieur, they suffered more than I can tell. I have seen ten of your men struggle with each other to get a bit of bread lying in the mud. Because I gave them one little piece I was clubbed with a German rifle. They died of hunger, and we saw them grow weak, and we wept for them." It was from a child in Mons that I heard the fullest story of this last battle for the town. She was not more than seven, and stood on the step of my car, a little elfin creature and in her high metallic voice very gravely described what had happened a few hours before. "Over there, Monsieur, were the German machine-guns, and they had field guns in our gardens. Your men had come up to the line of the canal. They were Canadians, and your English cavalry, as I know, because I kissed their hands this morning, and said: 'Will you tell me who you are?' There was a great noise of firing, and the machine-guns frightened me, because of their tapping. Some Germans were killed. I think there were many dead, though I have only seen two or three dead men who are lying over there."

The Old "Contemptibles"

She pointed to some place down by the canal. She spoke like an old woman, this child of seven in the town of Mons. I met many people there who remembered the first Battle of Mons as though it were yesterday, and in the square where thousands of people were gathered among our English Lancers and Canadian troops little groups stood round telling of those days, and pointing out the places where our men had fought in the streets before they made their line outside, and fell back in retreat before overwhelming forces. In my heart I saluted the old "Contemptibles."

HOW THE MORPHINE SMUGGLER WORKS

Drug Is Imported In Excess Of Japan's Needs And Then Disappears

OPIUM SMUGGLING

Government Policy In Formosa And Kwantung Gives The Opportunity

Tokio, January 8.—Some further information regarding the smuggling of morphine and opium into China by Japanese subjects was obtained by the Japan Advertiser in an interview yesterday with a Japanese chemist who was up till recently engaged in the manufacture of drugs. According to this gentleman it is useless to expect the cessation of morphine smuggling until foreign countries prohibit its exportation to Japan, but he expressed no opinion as to how this can be done so long as Japanese merchants are at liberty to buy as much as they want. The smuggling of opium, according to this authority, was in great part due to the Formosan Government's toleration—under restriction—of the drug in that island.

The Source

Morphine, says this authority, was imported into Japan from England either directly or through America or other countries to the amount of Y.5,300,000 in 1917. In 1918 the amount dropped, because of the British prohibition of exportation, to about Y.2,500,000. Of this Y.5,000,000 worth of morphine, about one-sixth was used in Japan. The rest seems to have disappeared and it is difficult to trace where it went to. If it went to China, into which country it may have been smuggled, no one except those who are directly concerned would know of it. But the Y.3,000,000 worth no doubt is a very small portion of the drug exported from England through other nations to China or to unknown destinations. The amount reported in the Finance Department's returns was considered a legitimate importation for medical purposes. But if only Y.500,000 worth of morphine was needed in Japan for medical purposes, the merchant could not account for the rest.

Encouraging Smuggling

Very little has been said as to how the British manufacturers of morphine evade detection of their complicity in breaking the international agreement regarding the importation of the drug into China. It is said that as part of their scheme of aiding smuggling into China the British manufacturers made the bottles containing the drug into convenient sizes for carrying in the coat pocket. One pound of morphine, for instance, instead of being put into one bottle of round and bulky shape was divided into two flat bottles. If this policy was not intended for the convenience of smugglers, why were the bottles so shaped?

One pound of morphine is worth in Japan about Y.770 or thereabout. Sold in the interior of China, it will fetch twice or three times as much, so that a person who wants a little traveling money can get it very conveniently if only he can escape the law. Naturally there are a larger number of Japanese law breakers than of other nationalities, because Japanese can travel to China easier and cheaper than other foreign nationals.

England in December, last year, lifted the ban on the importation of opium from India into England and expects to manufacture morphine as usual for exportation as well as for home consumption. Until she altogether stops exportation of morphine, smuggling into China will continue, he believes.

Opium Smuggling

Some interesting information was obtained in the way opium is handled by Japan. Opium is manufactured in Formosa under government control and it is dealt out under government regulations to those Formosans who are habitual users of the drug. Sudden stoppage of the habit being impossible, the Japanese government, when Formosa came into Japanese possession, adopted a policy of reducing the amount of the drug consumed by degrees with the ultimate object of stopping it. But in 20 years, very little success has been attained. The opium which is imported into Manchuria, or the Japanese leased territory in Kwantung, is largely imported from Formosa. The Kwantung Government-General deals out opium under the same principle as Formosa. The figures and facts about the transactions of the Formosan and Kwantung governments dealing with opium are open to inspection by any one as they are published officially.

Import Regulations

No Japanese business man is allowed to import opium even as material for manufacture of morphine for medical uses, except with permission of the Home Department. The dealings of the Home Office are also open to public inspection.

The manufacturer is of opinion that unless the opium combine in Shanghai and elsewhere in China is broken up, and unless the Chinese Government itself or the Chinese people take honest steps in the matter, no meddling with side issues, such as that of Japan's part in the game, will relieve the situation to any extent.

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BIRTH NOTICE

STEEHLER: On the 8th inst., at Los Angeles, Cal., U.S.A., the wife of Wm. A. Steehler, (manager of printing factory, British-American Tobacco Co., Ltd.), of a daughter. (By cable). 20906

Today's Church Services

Holy Trinity Cathedral.—Second Sunday after Epiphany. 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Sung Eucharist; Hymns 390, 273, 81, 322, 308. 6 p.m., Evensong; Anthem "O Jesu so meek," (J. S. Bach); Hymns 169, 217, 31; Preacher: The Dean.

St. Andrew's Church Broadway.—10:30 a.m., Mattins, Preacher: Rev. W. Robbins M.A. 3 p.m., Children's Service. 6 p.m., Evening Prayer, Preacher: Rev. C. J. F. Smyons, M.A.

Union Church.—Sunday, January 19, 11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: The Gospel and Man; Chant 78; Anthem "If thou shalt confess," (Stanford); Hymns 668, 168, 176. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: The difficulties of life; Chant 79; Hymns 71, 327, 521.

St. John's Pro-Cathedral, Jessfield. Evening Prayer in English at six-o'clock. Preacher: The Rev. S. W. Nichols, M.A.

Shanghai Free Christian Church.—Today's services in the above will be conducted as follows: Morning at 11, by Mr. Frank McCarthy. Evening at 6, by Mr. Frank McCarthy.

Sunday Service League.—The Rev. G. H. Bondfield, D.D., will address The Sunday Service League today, at 5 p.m. in the Martyrs' Memorial Hall, special music.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: Life. Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

American Song Service.—The Rev. Paul Hutchinson, who is engaged in editorial work for the Methodist Church Mission in China at Shanghai, will address the American Song Service this afternoon, at the Palace Hotel, at 5 o'clock. There will be special music by Mr. W. J. Haynes.

William Hohenzollern's Liability To Court Trial

Under The Law Of Nations Can Be Haled Before A Military Tribunal, Says Authority On Military Law

By Asa Bird Gardiner
(Formerly Professor of Law, United States Military Academy, in The New York Times)

WILLIAM II., King of Prussia and German Emperor, Commander in Chief and War Lord of the armies of Germany, recently hastily crossed, with his suite, from Prussia into Holland, all, it is reported, being in uniform and wearing their swords, war still existing.

Since then the Kaiser has formally abdicated as King and Emperor and ostentatiously assumed civilian attire, and it is asserted that he is, therefore, immune for crimes alleged to have been committed with his knowledge and approval and in violation of the laws of war during the recent belligerent operations.

The Netherlands Government has accordingly just appointed a board of three civilians, one of them a professor, to inquire into the status of this military fugitive, as if such inquiry were necessary or such a board competent for the purpose.

In a speech delivered last week at Newcastle by that truly great man, Lloyd George, Prime Minister of England, concerning the responsibility of the late North German Emperor for the invasion of Belgium, in violation of its solemnly guaranteed neutrality, he remarked that he had consulted some of the greatest jurists of England and that they had unanimously and definitely arrived at the conclusion that, in their judgment, the former German Emperor was guilty of an indictable offense for which he ought to be held responsible, and Attorney General of England, Sir Frederick E. Smith, has since expressed the same opinion.

The Premier further said that "the Entente Allies have got so to act that men in the future who feel tempted to follow the example of the rulers who plunged the world into war will know what is waiting for them in the end."

With his thoughts upon the subject, and realising what dire sacrifices have been endured by the Entente Allies in the cause of humanity and vindication of the law of nations, he added that "somebody has been responsible for the deliberate plotting of a great war that has taken the lives of millions of the best young men of Europe. That the submarine warfare did not mean only sinking ships, but it was a crime against humanity in that it sank thousands of harmless merchantmen, which acts were rank piracy, and that the pirates must receive punishment.

After alluding to the dreadful treatment of prisoners taken by the Germans and other atrocious acts in violation of the law of nations, he declared that "we must see by the action we take now, just, fearless, and relentless, that it is a crime that shall never again be repeated in the history of the world."

Thus spake Great Britain's Premier, fully realising that the idea of "punishment," in so far as America and the Entente Allies are concerned, is solely to deter others from committing like offenses.

The "laws of war" constitute that branch of the law of nations which relate to belligerent operations on land or sea, and those who probably are best qualified to administer such laws and to determine as to violations of the same are the men whose duty it is to comply with them and who imperil their lives in belligerent operations and primarily suffer from their violation.

The eminent jurists whom Premier Lloyd George consulted are civilians and, as might have been expected, they could only see to a preliminary inquiry first before a civil magistrate, then an indictment by a Grand Jury of civilians, and then trial of the accused of an offense against the laws of war by a petit jury of civilians.

The Military Commission of sworn, duly commissioned officers of the army is the tribunal designated in acts of the Congress of the United States to take cognisance of and jurisdiction over violations of the laws of war and administer stern impartial justice according to the nature and degree of the crime.

The continued and successful attempts in the United States during the present war to relegate such offenses to indictment by a Grand Jury of civilians and trial by a petit jury of civilians followed, on conviction, by slight punishments by Federal courts for violation of such laws, when under the laws of war death is the penalty, have only encouraged instead of deterred others from committing like offenses, resulting in losses of many lives and destruction of millions of war service property in factories, warehouses, and when being shipped.

All this procedure was taken on the false assumption that, as the United States civil courts were open, such trials must be had there, despite the fact adduced in evidence that the German War Lord was actually and covertly waging war in the United States not only through commissioned officers but through other agencies.

To determine whether he is amenable to justice reference must be had, not to civil law with incidental indictment for crime, but to the law of nations and jurisdiction given thereunder.

The Christian nations of the earth established this code by common consent, and it is international common law of intercourse between them for peace or war.

In the Constitution of the United States the law of nations is recognised as an integral part of our laws, as much so as if specifically enacted.

Thus, in Article I., Section 10, Congress is given power to define and punish piracies and felonies committed on the high seas and offenses against the law of nations.

This power is, however, but a limited one. Congress may define

(Continued On Page 11)

'A Victory Celebration' By Alfred Noyes

Written After The British Service At Trinity Church, New York

I.

Before those golden altar-lights we stood,
Each one of us remembering his own dead.
A more than earthly beauty seemed to brood
On that hushed throng, and bless each bending head.

Beautiful on that gold, the deep-sea blue
Of those young seamen, ranked on either side,
Blent with the khaki, while the silence grew
Deep, as for wings—O, deep as England's pride.

Beautiful on that gold, two banners rose—
Two flags that told how Freedom's realm was made,
One fair with stars of hope, and one that shows
The glorious cross of England's long crusade;

Two flags, now joined, till that high will be done
Which sent us forth to make the whole world one.

II.

There were no signs of joy that eyes could see.
Our hearts were all three thousand miles away.
There were no trumpets blown for victory.
A million dead were calling us that day.

And eyes grew blind, at times; but grief was deep,
Deeper than any foes or friends have known;
For O, my country's lips are locked to keep
Her bitterest loss her own, and all her own.

Only the music told what else was dumb,
The funeral march to which our pulses beat;
For all our dead went by, to a muffled drum.
We heard the tread of all those phantom feet.

Yes, There was victory! Deep in every soul.
We heard them marching to their unseen goal.

III.

There, once again, we saw the Cross go by,
The Cross that fell with all those glorious towers,
Burnt black at Rheims and mocked on Calvary,
Till—in one night—the crosses rose like flowers.

Legions of small white crosses, mile on mile,
Pencilled with names that had outfought all pain,
Where every shell-torn acre seems to smile—
Who shall destroy the cross that rose again?

Out of the world's Walpurgis, where hope perished,
Where all the forms of faith in ruin fell,
Where every sign of heaven that earth had cherished
Shrivelled among the lava-floods of hell,

The eternal Cross that conquers might with right
Rose like a star to lead us through the night.

IV.

How shall the world remember? Men forget.
Our dead are all too many even for Fame;
Man's justice kneels to kings, and pays no debt
To those who never courted her acclaim.

Cheat not your heart with promises to pay
For gifts beyond all price so freely given.
Where is the heart so rich that it can say
To those who mourn, "I will restore your heaven"?

But these, with their own hands, laid up their treasure
Where never an emperor can break in and steal,
Treasure for those that loved them past all measure
In those high griefs that earth can never heal,

Proud griefs, that walk on earth, yet gaze above,
Knowing that sorrow is but remembered love.

V.

Love that still holds us with immortal power,
Yet cannot lift us to His realms of light;
Love that still shows us heaven for one brief hour
Only to daunt the heart with that sheer height;

Love that is made of loveliness entire
In form and thought and act; and still must shame us,
Because we ever acknowledge and aspire,
And yet let slip the shining hands that claim us;

O, if this Love might cloak with rags His glory;
Laugh, eat and drink, and dwell with suffering men,
Sit with us at our hearth, and hear our story,
This world—we thought—might be transfigured then.

"But O," Love answered with swift human tears,
"All these things have I done, these many years."

VI.

"This day," Love said, *"if ye will hear my voice;*
I mount and sing with birds in all your skies.
I am the soul that calls you to rejoice.
And every wayside flower is my disguise.

"Look closely. Are my wings too wide for pity?
Look closely. Do these tender hues betray?—
How often have I sought my Holy City?
How often have ye turned your hearts away?

"Is there not healing in the beauty I bring you?
Am I not whispering in green leaves and rain?
Singing in all that woods and seas can sing you.
Look, once, on Love, and earth is heaven again.

"O, did your Spring but once a century waken,
The heaven of heavens for this would be forsaken."

VII.

There's but one gift that all our dead desire,
One gift that men can give, and that's a dream,
Unless we, too, can burn with that same fire
Of sacrifice; die to the things that seem;

Die to the little hatreds; die to greed;
Die to the old ignoble selves we knew;
Die to the base contempts of sect and creed,
And rise again, like these, with souls as true.

Nay (since these died before their task was finished)
Build us that better world, O, not diminished
Attempt new heights, bring even their dream to birth;
By one true splendor that they planned on earth.

And that's not done by sword, or tongue, or pen.
There's but one way. God make us better men.

Musical Matters

By Ronald B. Hurry, Mus.B.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

IT appears I was grievously in error in hazarding upon slender information the player for the Russian dances at Mr. Sklarevski's last concert. As to the musical possibilities of such a performance let those who know about dancing decide. Had Mr. Sklarevski been off the stage when he played "I know a lovely garden" for a vocalist I might have made another mistake. The opportunities for a first class pianist seemed to me in my ignorance about equal in the two cases.

I am told the dances were played by Miss D'Almeida, quite adequately I thought for the purpose.

While Russian dancing is a good deal in the air in two senses, I give the following account of the company that has been playing or dancing (which is it?) at the London Coliseum: the original Diaghelew Russian Ballet from the Theater St. Marie, Petrograd.

Some particulars concerning the origin of the Diaghelew Ballet may be found interesting. Peter the Great introduced the ballet into Russia, but it was under the Empress Anne that the Imperial School was founded in 1735 by Lande, a French *maitre de ballet* whom the Empress had called in. From that day until the present Revolution the Imperial School of Ballet in Petrograd and Moscow has continued in unbroken succession. The Mariensky Theater in Petrograd and the Bolchoy in Moscow give important performances of ballet twice every week. At the school in Petrograd, children of both sexes receive their dancing education, and at the same time go through the usual educational course.

For two hundred years after its foundation the Russian ballet was only Russian in that it was played in Russia. It looked to France and to Italy for its composers, its principal dancers, and its choreographers. Tschaikovsky was the first native composer whose works were used, and he urged the engagement of native principal dancers. From that day the Russian ballet took a new lease of life and the Slav temperament was allowed full play. It was nevertheless hidebound by the traditions of the French and Italian technique, but there arose in the Russian Ballet a band of enthusiasts under Michael Fokine, who were the first to realise that ballet in its old form had exhausted itself. At first Fokine's reforms were received with hostility, but a little group of followers and admirers gathered round him. These included Pavlova, Karsavina, Nijinski, Boim, Leon Bakst, and Lydia Lopoukowa. This culminated in an open rupture between Nijinski, Fokine and their supporters, and the Imperial School. Monsieur Serge Diaghelew, who had already done much to familiarise Western Europe with Russian music, acted as intermediary, and stepped in to make peace. He said:

"Contract breakers these people are, and on a level with deserters from the army. But instead of punishing them I have another suggestion. They have created a new and great art. Europe respects Russia for her force, not for her thought. It is common belief that Russia is a nation of savages, because it has seen no purely Russian art that it would call great. My proposal is that these people be reinstated in the Opera and the Academy, that they be granted a long leave of absence, and that I be commissioned to arrange for them a season in Paris as an exhibition of representative Russian art sanctioned by the Russian Government."

This was agreed to, and so was formed the famous Diaghelew Ballet which, financed by Baron Ginsberg made its first appearance at the Chatelet Theater, Paris, in 1906, and afterwards visited Covent Garden and Drury Lane.

It is a matter for some congratulation the arrangement worked so well after M. Diaghelew had told "these people" exactly what he thought of them.

* * *

By the way, M. Sklarevski's own music to a ballet is worth hearing as he plays it.

* * *

A correspondent thinks that the necessity of putting one's own name to a critique prevents one being as outspoken as otherwise. As in the case of bank checks we could most of us write much larger ones if we didn't have to sign them. Anyhow the civilities are worth preserving. But see below.

* * *

A hearty welcome is assured to the new note in musical journalism introduced by Mr. Joseph Holbrooke. Writing in the London Evening News he says:

"I am quite prepared to admit all my operatic work is as dull as ditch water, but I am d—— if I will go so far as the critic to say 'our composers always get hold of impossible librettos'."

Bravo! that's the stuff to give 'em! —*"Musical Opinion."*

* * *

Notice of the Zimro Sextet's first concert appears in another column.

* * *

A lady writes that she sees by the heading to this article that I undertake to answer any questions. May she send some? She may; but she is wrong about the heading.

* * *

The local producers of Grand Opera are to put on Puccini's "Tosca" again. The principals will be as before, it is hoped. Mr. Alberti will conduct the orchestra, while special arrangements have been made for the chorus to be trained under Mr. Zalsman.

* * *

The A.D.C. will produce "The Gondoliers," Mr. R. C. Young conducting. It is hoped to get this ready for performance in Feb. Attendance at rehearsal by those taking part, is what really assures a good production, and prevents disappointment.

They Lie In France Where Lilies Bloom

They lie in France
Where lilies bloom;
Those flowers pale
That guard each tomb
Are saintly souls
That smiling stand
Close by them in
That martyred land.
And mutely there the long night shadows creep
From quiet hills to mourn for them who sleep,
While o'er them through the dusk go silently
The grieving clouds that slowly drift to sea,
And lately round them moaned the Winter wind
Whose voice, lamenting, sounds so coldly kind,
Yet in their faith those waiting hearts abide
The time when turns forever that false tide.
In France they lie
Where lilies bloom,
Those flowers fair
For them made room.
Not vainly placed
The crosses stand
Within that brave
And stricken land;
Their honor lives,
Their love endures,
Their noble death
The right assures.
For they shall have their hearts' desire
They who, unflinching, braved the fire,
Across the fields their eyes at last shall see
Through clouds and mist the hosts of victory.

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OVER HERE!
By Callahan
WHEN FATHER TAKES HIS ANNUAL BAWTH, WHETHER HE NEEDS IT OR NOT, EVERYBODY IN THE NEIGHBORHOOD KNOWS IT.
WHERE'S THE SOAP?
SOMEONE CLOSE THIS WINDOW!
WHERE'S THE TOWELS?
GIMME MY SHAVING SET.
HURRY WITH THAT HOT WATER
WHEN POP IS IN THE BATH TUB, THERE AIN'T NO ROOM FOR THE WATER.
WATER TUB'BLE REMARK!
HELP!
OH! FOR GOODNESS SAKE, DRY UP! D'YA THINK I HAVE A MILLION HANDS.
WHAT'S POP TAKING A BATH FOR?
YOU SOAK HIM WE HAVEN'T GOT THE HEART.
"HON" CAUGHT COLD FROM TAKING A BATH, IT'S A WONDER IT DIDN'T KILL HIM!
OOH!
I KNOW THIS IS TOO HOT FOR HIM.
AW! HE'S ALWAYS IN HOT WATER.
CALAMITY JANE
DEARIE'S GOING TO HAVE A LINEN SHOWER SOON
HATTIE USED THE LAST TURKISH TOWEL TO MAKE HERSELF A TAM.
IT'S HIGH AND DRY.
GOSH! IF HE HADDA TAKE A BATH IN A HORSE TROUGH LIKE I DID HE WOULDN'T BE SO PARTICULAR.
HEY STUPE WHEN YOU SHAMPOO YOUR HEAD DO YOU USE SOFT SOAP?
COMEDIAN- THAT'S A HARD THING TO SAY.
LET'SOAP NOT!
DON'T EXPECT TO BE CLEAN AFTER ONE BATH- ROME WASN'T BUILT IN A DAY.
HOW MANY SPLASHES IN A BATH?
FROM GEO. PECK Y.M.C.A.
OL' JOHN DON'T

The Hun-Turk Traffic In Little Girls

Eight Thousand Sold At Auction In One Week

By May Bosman
(*New York Tribune*)

A few years ago, in the University of Pennsylvania Museum in Philadelphia, I met a young girl who might have stepped off one of the cracked old vases from some ancient Biblical land. She was a true Oriental type; looking at her, one wondered how many thousands and thousands of years the strain in her extended backward that had caused to be born again so definite and pronounced a cast of features.

She was only twenty and had come to this country in the steerage when she was ten years old. She had had only such education as free America gives in its public schools; yet she was custodian of tomes used only by erudite professors and bespectacled post-graduates—and she knew her books.

Because she had been a distinct help to a hurried newspaper writer I was grateful and asked her to visit me. She cried: "No, no! I cannot, for none could come to see me at my house! It is so crowded, so small and dark. And there are babies. You fall over them on the floor. Or if not babies, it is my grandmother. She is ninety and blind. And the house does not smell clean, and it is never quiet!"

"You have a large family, then?" I ventured.

"Immense!" she answered promptly "There is always a crowd; and a new baby. We have twelve children and six grandchildren—my brothers would marry—and a grandmother and mother and father."

"Houses," said I, "are small for a family so large!"

She fixed me with her great, somber beautiful eyes. "Rooms, not houses," she returned quickly; "two of them in the back yard of a tenement are indeed small for any family!"

I covered my impolite astonishment as best I could.

On a day not long after that there was talk of an expedition to Syria, and she knew some of the men and women who were going. Her face lighted.

"They must occupy our house on the side of a mountain there," she cried "It is large and airy, there are barns and outhouses, and fruits growing wild. The doors are swinging in the wind and inside all is in order, waiting our recoming. The beds are made; the linen is newly changed; the rooms are swept and dusted and garnished Old neighbors do it," she explained "In the cellar are dried herbs and vegetables, fagots for fires, coal and books. It will hold a large company this house of my father and my father's father, and our relatives and friends will bid you welcome there!"

"Why did you leave that house and come to America?" I gasped.

She smiled, that melancholy, inscrutable smile of her race.

"We are Christians," she said, "and we had treasure stored away. Then my sister was lovely, and I was not thought ill-favored. Still—the terrible Turks did not live near us. For many years we thought that we were safe. When my father met them in business in the city he made friends with them—but he kept us hidden. Little girls are never safe in the Turks' country!

"But one day a Turk spoke to my father in the market place, and he spoke of us. My father parried, but it was too late; some treacherous one had told of my sister. My father came home and said to my mother: 'Thou must always keep things packed against our sudden going away now!'

"One night there was a great knocking at our door and my father rose from his bed. In the rain stood one of our neighbors from the other side of the mountain. He had ridden half the night. A company of Turks had stopped at his house the evening before, and they were asleep there now They had asked the direction to my father's house.

"So he called our mother and we were roused, while my oldest brother and the neighbor ran to harness the horses and put them to the wagons We dressed in great haste and caught up what treasures we might. But we had no time to spare, and our good neighbor himself was in grave danger Long before daylight we were on our way to a seaport and new life in America. We were cold and hungry and frightened, for here was danger until we should be upon the ship and well out from land.

"But, you see, what was treasure and wealth in our mountain home was nothing—in America! We live—as I told you. But some day we shall go back."

"When will you go?" I asked. "Will you go with the expedition?"

She shuddered. "We cannot go," she sighed, "while the Turks are still there!"

All this was said before the war. Before the Turks had massacred her cousins, the whole Armenian people, and carried little Serbian girls into slavery. She said it while she and I and others still thought well of those clumsy, painstaking Germans who were deciphering tablets and columns that had been unearthed in ancient lands and were writing ponderous volumes about them.

I do not know what she would say today, for I do not know what has become of her. But I do know that there has come, between that day and this, a time when little girls cannot be wrested so easily from the grasp of the terrible Turks. In 1915 Germany and her allies set out to annihilate the whole Serbian male population—and did not succeed. But they did clear Serbia of them and took possession of the country—left a country of women and children.

Thereupon the German military officers in command of the Turks went into the Serbian houses and collected the prettiest of the little girls—8,000 in one week, from ten to fourteen years of age—and sold them in the market places to Turkish buyers.

These children, when they had been sold, were sent, shrieking and begging for release, in great train loads toward Constantinople. Heaven alone knows how many more than 8,000 are today in Turkish harems! The German officers themselves made no secret of the little girls' destination.

Turkish women are emancipated; they have grown beyond the harem stage. They refuse to be shut up in rooms and gardens, however beautiful, to be the playthings of a man. They are firm believers in monogamy now.

But the Turk is unchanged. And this war, with the help of his arch-conspirator, the German, has filled his harems—for the time being, anyway.

That they have been filled with little girls who should still be at their dolls—with mere babies as white and civilised as those who play in your own and your neighbors' yards—must strike horror unutterable to the heart of every one who reads!

The Serbians have not been duly appreciated and pitied in this war. They are coming into their own at last. Can we bring back their little girls from Turkish harems—those who have not died of grief and shame? It is not too late to try to atone for our selfish indifference to these horrors that we ignored before the war.

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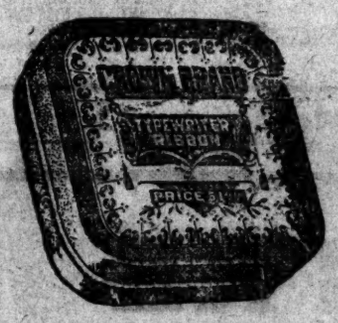

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William Hohenzollern's Liability To Court Trial

(Continued from Page 10)

the tribunal which shall try piracies on the high seas, but cannot define, at will, what such piracy shall consist of, because the law of nations does that; but it may define piracy committed on the American seacoast or its inland waters.

As to piracy on the high seas, there is but one sentence on conviction, and that is the penalty of death under the law of nations, and the Federal court trying such cases is acting as an international tribunal and agent to administer justice for all the nations, because pirates are the enemies of all mankind, and any nation may try them for the crime.

Such crime does not come under the category of offenses against the United States for which the President by Article II., Section 2, Paragraph 1, is invested with a pardoning power.

The law of nations is further recognised in the Constiution of the United States, (Article II., Section 3,) where the President shall receive Ambassadors and other public Ministers.

Such persons and their respective suites are sacred in their persons and protected under the law of nations and their respective official residences at the capital, Washington, are deemed for the time, to be foreign territory, and no act of Congress is necessary for such purpose.

Thus, if a Secretary of Embassy should deliberately shoot and kill a citizen on a street of New York City such act would be murder under New York law, and the municipal policeman, who witnessed the act and, sworn to apprehend all such offenders in his precinct, nevertheless, when proceeding to do so, and the Secretary hands him his card and satisfies the policeman of his official status, the law of nations intervenes, and the United States Government taking up the subject with the Secretary's own country, he is required to return to be tried in that jurisdiction.

Returning to consideration of the present status of the late German Kaiser and whether he may properly be accused of any violation of the laws and usages of war, it is to be remarked that, as it is a time of war, such offenses cannot be classed as "political" where extradition may be refused, unless a treaty for extradition exists.

A violator of the laws of war is an enemy to mankind and any belligerent nation waging war where the alleged crimes have been committed may assume jurisdiction to try the same by Military Commission and no neutral power, where the accused has taken refuge, can decline to extradite him for trial because the whole proceeding is under the law of nations, and it is the duty of the belligerent to enforce the laws of war and bring offenders against them to justice.

The neutral country, wherein the fugitive has sought refuge, is equally under the law of nations and concerned in their enforcement, and cannot lawfully make its territory an asylum for such offenders.

For the armies of the United States, officers and soldiers, are governed by articles of war enacted by Congress.

Nevertheless the laws of war and trials for offenses thereunder by Military Commissions, are distinctly recognised. Thus Article XV. enacts that:

"The provisions of these articles conferring jurisdiction upon courts-martial shall not be construed as depriving Military Commissions, Provost Courts, or other military tribunals, of concurrent jurisdiction in respect of offenders or offenses that by the law of war may be lawfully triable by such Military Commission, Provost Courts, or other military tribunals."

Other United States Articels of War (80, 81, 82) directly recognise the jurisdiction of military commissions, and another article (115) gives authority to the President of a military commission to appoint a reporter to record its proceedings, and an interpreter when necessary.

Among the violations of the laws of war for which persons may be punished are:

Firing on undefended localities.

Bombardment of hospials for the wounded and churches not used for military purposes.

Pillage, destruction, or waste of property and land where no military necessity requires it.

Ill-treatment of prisoners of war.

Use of cruel, barbarous, and agonising methods of destroying life—unusual and reprobated in civilised warfare.

Piracy on the high seas, including the submarine warfare on hundreds of harmless merchantmen of all nations, sinking them and often drowning crew and passengers and innocent women and children.

The sinking of the Lusitania was an example. For this murderous and dreadful act the German Emperor decorated the commander of the submarine, and all Germany applauded. Pastor Baumgarten, although characterising it as an act of gigantic cruelty, nevertheless, in a sermon, "gave himself up to honest delight at this victorious exploit of German defensive power."

The late German Emperor was war Lord and Commander in Chief of all the German armies and constantly inspected them and followed their advances in Belgium and France.

He witnessed the awful ravages they committed, without military necessity therefor, which he could have prevented, but apparently, in his published declarations, gloated over them.

There can be no permanent peace for the ages to come until all the great criminal violators of the laws of war in this war shall, as an object lesson, be brought to the bar of military justice before a military commission, and, if found guilty, duly hanged.

In this category are the former German Kaiser and his son, the former Crown Prince; also von Hindenburg, Ludendorff, Admiral von Tirpitz, who controlled submarine activities, and submarine and other offenders charged with violating these laws.

As before remarked, the United States entered this war in vindication of the law of nations, so dreadfully and atrociously violated. Our officers and soldiers in the Expeditionary Forces abroad best know, because they have periled their lives in the cause for which their country went to war, the dreadful and horrible outrages committed by the boches on persons and property and the deliberate devastation and ruin of churches, cities, villages, and cultivated lands, and the seizure of all machinery in factories in Belgium and Northern France and removal of same to German factories, to destroy future commercial competition.

President Wilson in his address to Congress on December 2, 1918, on this subject said:

"Many of their factories are razed to the ground. Much of their machinery is destroyed or has been taken away. * * * Their markets will be taken by others if they are not in some special way assisted."

These acts were perpetrated under sanction of commanding officers and with approval of the German War Lord.

No maudlin pity nor pacifist sentiments from those surreptitiously amenable to German propaganda, or otherwise, nor declarations from any socalled "League of Free Nations Association" of men and women who, if qualified for military duty, would not be in the field, can be tolerated to prevent or interfere with the administration by the United States and Entente military authorities of stern and righteous military justice upon these great criminals before a military commission, and, on conviction, their execution by hanging.

That the United States is bound by such rule of action was illustrated in our civil war, where there were trials by military commissions, and after active belligerent operations had ceased by capitulations of armies, and before proclamation of peace. The writer, for example, was president of a commission required to investigate whether two officers of rank, then on parole, had the year before violated the laws of war.

As to ill-treatment of prisoners of war, the officer who had been in charge of the military prison at Andersonville, Ga., was tried by military commission, found guilty, and hanged, while the officer who was in charge of the military prison at Salisbury, N. C., was happily acquitted.

Now, the survivors of that greatest war our country has been engaged in, measured by total losses in killed and wounded, as comrades, arm in arm, have sent their sons and grandsons to fight, and, if necessary, die together, in vindication of the law of nations and destruction of militarism.

Sternly they think of our gallant young Americans who have suffered inconceivable tortures/and lingering deaths from liquid fire or from having been gassed, and with no dissentient voice join in the expectation of due military justice being meted out to these criminal German violators of the laws of war.

Holland cannot lawfully refuse to extradite the late War Lord, who, in addressing his army blasphemously said:

"Let them perish—all the enemies of the German people! God demands their destruction! God, who by my mouth, bids you do His will."

As Premier Lloyd George pointed out, the punishment of this man for violations of the laws of war, by the sentence such laws impose, will be a lesson to all rulers in the future.

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Great Gathering In New York Cheers Appreciations Of Her Work In The War

TRIBUTE BY C. E. HUGHES

England's Army And Navy, He Declares, Made United States Safe From Attack By Huns

New York, December 9.—The two-day celebration in this city of Britain's part in the war closed last night with the presentation of the pageant, "Freedom" in the Century Theater. The final day of the nation-wide tribute to our ally was marked by special services in most of the churches and by meetings throughout the city, the most important of which was a great gathering at the Hippodrome in the afternoon, at which Sir Henry Babington Smith replied as the representative of Great Britain in the expressions of friendship for his country which had come from all parts of America.

To the 5,000 persons gathered under a canopy of American and British flags and who had cheered great Britain and paid her honor for her splendid achievements in the war he said: "We have fought side by side in the same cause and our affections are united. Those whom God has joined together let no man, least of all a German, put asunder."

As a climax to the meeting there was a tableaux showing the Vindictive. It represented the landing at Ostend and several hundred sailors from the British cruiser Berwick, which is now in the harbor, were used to illustrate how the mole was stormed by British seamen and marines.

During the speech of Samuel Gompers, President of the American Federation of Labor, he explained that though born in England he had not always been in sympathy with the policies of Great Britain. "In the dealings with Ireland," he said, "the dealings of the Government of England toward Ireland in the past, I was on the side of Ireland against England." There came a storm of hisses, mingled with some applause, and a strong voice from the balcony shouted: "That is a mistake." Gompers, when he got a hearing, asked that expressions of dissent be withheld until he had finished. The audience agreed and the speaker added that to hold England responsible today for the mistakes of fifty years ago was wrongful and unjust.

The President's Message

Alton B. Parker, Chairman of the Britain's Day Committee, was cheered as he paid tribute to Britain. There was laughter when, in reading a message from President Wilson, Mr. Parker read this line: "It is my plain duty to be here," and injected "That was before he expected to be on the boat." This is the message from President Wilson:

"I am very much interested in the plans for celebrating the remarkable courage and achievements of the armies of Great Britain and Ireland and the overseas dominions, and it is with unaffected regret that I find myself obliged to say that I cannot be personally present. It is my plain duty to be here where I can act most promptly upon the matters which seem to mature almost every hour, and I am sure that I should be more true to the common cause by staying here than by being present, much as I should like to join in praising the part which Great Britain's soldiers and sailors have played in this great war for the freedom of the world."

Every one arose and stood while this message from King George was read:

"I am deeply touched by your telegram announcing that Dec. 7 and 8 will be celebrated throughout the United States of America as British Day. The people of the British Empire join with me in thanking you and those associated with you for your efforts in promoting this celebration which will be welcomed as a proof of the true and lasting friendship of the United States. It will be a particular satisfaction to my navy and army to feel that they have won the esteem of the nation which has sent so many gallant men to suffer with them the trials of this great war, and to share in the glories of final victory. In the name of the British Empire, I thank the people of the United States of America, and I pray that the coming era of peace may find our two nations always united as they are today."

This message from the French Prime Minister and one from M. Jusserand, the French Ambassador, now crossing to France on the George Washington, were read by Consul General Liebers:

"I join whole-heartedly in the solemn tribute which the United States render on this day to the kingdom united by its grand fleet, as vigilant as it is intrepid, by the tenacious and strong armies which it has created and maintained. Great Britain has contributed powerfully to the saving of civilisation. France, the land of the rights of men and of the citizen, will never lose the remembrance of the splendid effort of the land of habeas corpus. The same ideal of liberty and of right binds together the United States, Great Britain and our country. Therein lies the certain guarantee of a just and durable peace.

"CLEMENCEAU."

"I am sorry indeed not to be present on this day of triumph when the great deed of our British friends and Allies will be commemorated. My regret is somewhat diminished by the thought that my journey will enable me to congratulate them on the spot for the memorable work done by them in the four elements, earth, air, water, and let us not forget, fire.

"JUSSERAND."

Secretary Lane sent this greeting:

"The British sacrifice of 650,000 dead and of three times that many wounded was a sacrifice for us, as well as for the rest of the world. Every Canadian boy that went down in those first terrible days of the war, and every Australian and South African gave his life to prove that might was not right; that the soldier with a lust for power was not to be the master of the world; that predatory war would not pay.

"Britain helped France till America came to the help of both, and now we may continue to live as free nations, abusing each other at times, as free peoples are apt to do, but not fearing each other, not plotting against each other. Our hearts go out in gratitude to that mother in the Scottish glen and to the lone wife on the Alberta farm and the orphan children in the Australian verst, who made sacrifice of son, husband or father that Americans might be saved from taking orders from von Tirpitz and Ludendorf."

From Vice Admiral Sims

This wireless from Vice Admiral Sims was read:

"On the occasion of the celebration of Britain's Day in the United States, I am glad as an American citizen to pay tribute of appreciation to the British navy, which, through more than four years has with high courage and unswerving devotion to duty, carried on arduous labors without which the magnificent efforts of our army and the armies of Britain and her Allies would all have been in vain. Since our entry into the war, the navies of Britain and the United States have acted as one, each sharing the dangers and burdens of the other, each taking counsel of the other, and each in its sphere, in friendly rivalry, vying with the other in the execution of the common plans against the enemy. The memory of this association and the mutual understanding created by dangers shared will always be sources of pride and pleasure to me and the officers and men of my command."

The following messages from noted Englishmen were then read:

Herbert Asquith—War has revealed our two peoples to themselves and to each other. The same tribute which we paid with full hearts to America we gratefully accept from her.

Lord Bryce—May the American and the British people stand together forever in peace as they have done in war, to the end that their co-operation shall be for the good of all mankind.

Field Marshal Haig—The British forces in France send greetings on the occasion of the British Day celebration to their comrades of the great American nation. May the English-speaking people of the world form one brotherhood, and may their friendship ever endure.

Admiral Beatty—In the Grand Fleet we do not question Anglo-American friendship. We accept it as a fact proved by experience and afterward tested under war conditions. We believe implicitly that the future welfare and prosperity of the world can be secured only through the cordial co-operation of the United States and of the British Empire.

Admiral Jellicoe—While rejoicing over the victory which has freed civilisation, I rejoice also over the close union and understanding which the war has brought between us, and, as a sailor, feel proudly, profoundly grateful for the invaluable assistance rendered the Allies' cause by the United States Navy.

H. G. Wells—Greetings to the great English-speaking Republic which has solved itself, and must now help the world solve its problems of diversity and unity and republican freedom with order and stability. European crowns flicker and fall like candles burned to the socket. Let there be no more of these false flares, but let star after star be added to your pioneer star until the whole human sky gleams with liberty, equality and brotherhood.

Sir Robert Hadfield—As an Englishman knowing and respecting America, I offer heartiest greeting. I heard General Sherman say in 1890, "If you British are ever in trouble, we will come over and help." America has nobly redeemed the plighted word of her great General, who would now say, "Well done, America!"

Tribute To Kitchener's Men

Messages from Balfour, Roosevelt, Pershing, and others, which have already been made public, were also read. Chairman Parker then dwelt upon the great part done by Kitchener's "contemptible army" in steming the tide of German invasion and of the immeasurable service rendered to humanity by the British navy. There was great applause when he said: "At last, thank God, the people of Great Britain and of the United States have come to an understanding and appreciate one another. It ought to have been so long ago, but the past is made up for in the present. Now we know what she can do, and she knows we have some courage, too."

"On every front," he continued, "Great Britain's sons have done their duty. That little army of 160,000 grew at the last to be an army of 8,500,000. We do not begin to realise what that means until we estimate that one man in every three of all ages in Great Britain was in that army.

"Just a word now as to the British navy. But for it the war would not be over now. But for the British navy our two millions of men would not have been over there in time to have furnished the majority of man-power necessary to win the war."

Great applause greeted Mr. Parker's declaration that it would never be forgotten that Great Britain took just twenty-four hours to make up her mind to stand by France and Belgium. In telling of the assistance Britain gave in convoying our troops to France, Mr. Parker said: "We did not know of it because the British people do not boast; they simply fight.

"I hope and trust," he concluded, "that Great Britain and our own nation will together strive for the purpose of bringing about a League of Nations, if made up of no others at the beginning, which will be made up of the Allies who have fought together."

Mr. Hughes' Speech

The story of Britain's splendid part in saving the world from the Hun was taken up by Charles E. Hughes. Our warmth of feeling, he said, springs from unstinted admiration of the achievements of a people which, unprepared for war, developed an organisation which not only policed the seas, but sent soldiers to every part of the front from Flanders to Mesopotamia, which supplied the necessary basis of every military effort, and financial skill which at last placed in freedom's hands the banner of efficiency. Had this not been so, he said, we should have stood helpless, confined to our own shores, the next victims of a ruthless and brutal despotism.

"This tribute" he said, "expresses the welcome recognition of the mutual understanding and esteem of an affinity of political ideals, of democratic and moral purposes, and of a potency of co-operation between Great Britain and the United States; for it is to that co-operation that we must look for the final security of an abiding and righteous peace. This complete victory could not have been accomplished by any one of the Allied Powers alone. It was a partnership of purpose and effort, and each partner had her share in service and in triumph. Today it is Great Britain's share that we appreciate, as we have hitherto paid tribute to the unquenchable ardor of France and the intrepid valor of the men of Italy.

"At the outset there was an immediate revelation of the naval power of Great Britain. I am told that the toast to 'der Tag' always contemplated the day when British naval power would meet its match in German naval power. But when the day came, German ships scurried to their holes. They never dared to risk a fair decision, and as Winston Churchill said: 'The Grand Fleet sat on its throne in the north and had the rule of the seas as even Trafalgar had not secured.'

"And then Germany resorted to that furtive, despicable, piratical method of so-called warfare, violating the laws of God and men, and ignoring every instinct of humanity in attack upon civilians, men, women, and children. Again Great Britain, meeting this dastardly and insidious method of attack, maintained a control of the sea, which reduced the losses due to that cause to an insignificant percentage; and battleships and cruisers and merchantmen and transports swarmed to Africa, to India, to America, voicing the indebtedness of civilisation to the British power at sea.

"Just as swiftly as Great Britain took command of the sea, so she hurried what forces were at her command to the Flanders front, and there in the mud and swamps of Ypres, the British tradition of resolution, of a courage which knew no count of opposing numbers again was vindicated, and there was a wall of resolution and indomitable spirit established against which through the coming years the hordes of Germany's best forces dashed themselves in vain. There has been no day in British history finer than those at Ypres.

Our Debt To England

"What do we honor today in paying tribute to Great Britain? We are not paying our expression of appreciation and tribute to a political entity, to a form of organisation, not even a symbol of national power. We are paying our tribute to the men and women of Great Britain who have toiled for four years. We are recognising those volunteers from every walk of life and condition in life, many of them without any history or tradition of fighting men physically far below the necessities in their then condition of fighting requirements, but sound and eager with a courage which was to show along the the Western front that in British spirit and manhood there was no distinction with respect to rank or fortune or vocation.

"Whatever the future may betide, this we know: we have taken, as has been well said, from the people of Great Britain and their historical struggle, our lessons in political liberty. We have written Magna Charta into our constitutions. We have inherited the results of the struggle of men and women to obtain human rights against every form of exploitation, of greed or assertion of power, and today, as never before, Great Britain and the United States stand together as the guarantors of freedom, individual and national.

"And now I shall close with these words of Lincoln, penned in answer to a message from the workingmen of Manchester, England, in the darkest days of the civil war. Lincoln said, and we may apply fully his words to this happy occasion and to the opportunities and privileges accorded by the complete victory which our united armies have won: 'I hail this interchange of sentiment, therefore, as an augury that whatever else may happen, whatever misfortune may befall your country or mine, the peace and friendship which now exists between the two nations will be, as it shall be my desire to make them, perpetual.'"

Gompers Won Approval

Samuel Gompers won instant approval when, in paying tribute to Britain, he said that perhaps the most difficult task for the "red-blooded" men and women of America was to pretend to be neutral. He told of taking luncheon with Marshal Haig in a shellhole on a battlefield in France. He said, in part:

"Today and in modern times people of Great Britain have endeavored, whole-heartedly and whole-souledly, to give Ireland as large an amount of freedom and self-government as is enjoyed by any of the States in the United States; and I am speaking of England of today, not of the England of the long ago. In am not speaking of the England which has a King who could neither read nor write nor speak the English language. I have not been in sympathy with the course which Great Britain pursued in the Boer land in South Africa, and I find myself in splendid company with the

(Continued on Page 13)

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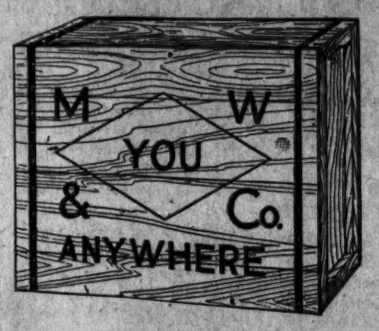

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FOUND SHACKLETON IN NORTH RUSSIA

Capt. Porterfield Says Antarctic Explorer Is A Major In Allied Advance Column

LIKES HIS SOLDIER'S JOB

U-Boats At The Last Used Mustard Gas In Efforts To Wipe Out Merchant Crews

New York, December 9.—Captain J. J. Porterfield, who has recently arrived from Archangel, in command of the Dutch steamer Goentoer, under charter to the United States Government, said yesterday that there was a great need for the Allies to send more troops to Russia to stop anarchy and murder and restore order. This could only be done effectually, in his opinion, by gradually policing the entire country and restoring the transportations systems by land and water.

"A state of anarchy existed in Archangel," Captain Porterfield continued, "until the British and the American troops got there last Summer and stopped the looting of the thousands of tons of freight which had been landed there from America and England. Order was restored and the city placed under control of the military police. The Bolshevist agents who had been in control fled to the country, and continued their crimes of murder and robbery there until they had to retreat further back as the Allied column advanced.

"Three weeks ago I went out to see Major Sir Ernest Shackleton, now in the British army and serving with the advanced column. First, I had to travel by train to a small station, and from there ride in a sleigh over the frozen snow to the log hut, where I found the Antarctic explorer of former days, who looked the picture of robust health and cheerfulness.

"He was sitting upon a three-legged stool over a charcoal fire with a big Siberian wolfhound crouched on either side of him. The stool was the only article of furniture in the hut and the floor and walls were quite bare. His sleeping bag was in a corner all tied up ready to be taken in the sleigh to the next halting place of the advance column. When I asked how he felt, Sir Ernest smiled and said:

"'I am perfectly happy out here in this desolate place because I am doing the kind of work that I like and also believe that I am doing some good for the Allies. I should like to be able to tell you all about it so that you could tell my friends in America, but the orders strictly forbid that. Whether peace comes before Christmas or early in the NewYear makes no difference in this far away section of Russia, as the Bolsheviki are in control through to Petrograd, and that means German influence and the spread of propaganda among ignorant people which would be very injurious to the cause of the Allies and the peace of humanity in general.'

"It would take fully 100,000 officers and men," Captain Porterfield continued, "to police the country properly and maintain order. The Bolsheviki are in control outside in the country and the Anglo-American forces are gradually advancing on the road toward Vologda on the Volga, which is the junction of the new railroad with the line from Moscow to Petrograd. I understand it is the object of the Allies to gradually obtain control of the principal cities, including Moscow and Petrograd, and let the people in the outlying villages settle their local affairs among themselves. The chief idea is to open up and keep open the main channels for commerce throughout Russia.

"In the country between Archangel and Vologda the Germans had pushed their propaganda so far before the war that the mayors of the small towns and villages were either German-born or of German parentage, which meant the same thing there. They were faithful servants of the Government in Berlin. When the Bolshevist reign of terror started the people living in these remote places killed all the German mayors and officials and looted their houses. You see, they met the soldiers returning from Petrograd and Moscow with their kitbags full of gold and jewels, and their only way to get any for themselves was to kill the Germans.

"The Bolsheviki did not order this, but they did not try to stop the murder and pillage because if they had the people might have turned on them instead. When the murderers were questioned by the Bolshevist officials as to why they had comitted these crimes they replied: 'They were German, and we thought they were Russians before, because our people are ignorant. After we found them out and knew that these German officials were rich, too, then we killed them.'"

Captain Porterfield added that there was a good deal of Spanish influenza among the Anglo-American forces in Northern Russia, but it was not as severe as in England and the United States. The sick were cared for in the hospital ships that were anchored in Kola Bay off Murmansk, which is free of ice all the year round.

Captain Porterfield wondered whether it was generally known in America that Germans were using mustard and other poisonous gases in their torpedoes before the armistice was signed.

"When I was in convoy recently going from England to Archangel," he said, "a steamship was torpedoed close to me on the port side and she went down in two and a half minutes without a single survivor. I fortunately got away, and two hours later another steamship on my starboard side was torpedoed in the same manner.

"Some of her officers and crew escaped in one of the lifeboats during the three minutes the ship was afloat, and were all terribly burned with the mustard gas contained in the torpedo, and their faces, necks, and arms were covered with white scars, like those the lepers have on their bodies in Syria and other parts of the East. The sufferings of these poor fellows, with the cold water on their burns, were something too awful to think of. It was the most fiendish invention of the Hun in the war to torture the men of the merchant marine, and it will never be forgotten."

Captain Porterfield, who is a hardy looking mariner, clean shaven and of medium height and build, has had all kinds of thrilling experiences in the war. He has gone from a temperature of 63 below zero to that of 112 in the shade and has been torpedoed once, blown up by mines once, and had another ship sunk under him by shell fire, after an hour's fighting, of which he carries a souvenir in his wrist in the shape of a piece of shrapnel.

Noted Men Praise Valor Of Britain

(Continued from Page 12)

leader of British democracy upon that subject, Lloyd George.

"But a nation which has committed errors, and is capable, is great enough, to rectify a wrong and to the right is deserving of the greatest tribute of admiration and obligation. The very fact that the Boers of South Africa, after Great Britain had conquered them and gave them the opportunity for self-government and self-development, that these people, conquered less than two decades before, should volunteer to enter the service of the mother country in the common cause, is the greatest tribute ever paid to a nation. Though it is true I am a native of England, and proud of that nativity, I do not believe that I can justly be accused of being an Anglomaniac or an Anglophobian, but I believe I am a man imbued with some understanding and some degree of independence to express the judgment formulated by the light that is given me."

Audience Shouted "No!"

High tribute was paid to Great Britain by Dr. George E. Vincent head of the Rockefeller Foundation He talked along the lines of the good sportsmanship of the British people, who were able to play the game and play it fairly despite the yellow of their opponents. There were cries o "No, No!" when he asked if America or Great Britain would have surrendered their ships without striking a blow, even if to do so were to go to death.

Sir Henry Babington Smith wa escorted to the stage by Mr. Hughes and so great was the applause that h had to stand several seconds befor he could begin. He said:

"It is my great privilege to express to you, on behalf of Great Britain—and by Great Britain I understand not merely the British Isles, but the whole of that commonwealth of free nations which form the British Empire Canada, Newfoundland, Australia, New Zealand, South Africa, India, and all the other British dominions beyond the seas—our profound gratitude for the generous inspiration which has set aside today as Britain's Day, and ha celebrated it by this great and magnificent gathering. We Britons are not very ready at expressing our feelings, especially when they are deep and strong. We do not wear our hearts on our sleeves, but I can assure you from the bottom of my soul that there is nothing in the world we value more than the unity of feeling which has been established between the branches of the English speaking people of the world.

"You, sir, and the others who have spoken today have expressed with the utmost generosity your appreciation of what Britain has done and what the British army and navy have done in the war. We feel it more deeply, for we know that we have given to the common cause all that we have and are and every resource that we possess. But we are not singular in that. That has been done, too, by the other Allies in Europe, by Belgium, by Italy, by Servia and above all, by France. They have fought; they have dared, they have endured, and they have conquered. And there are no words powerful enough for us to express our admiration for their heroic efforts, nor our admiration for the mighty effort, the mighty energy with which America mobilised her vast resources of men and of material, and threw them into the struggle at the moment when there was most need for them.

"Mr. Lloyd George has recalled in the last day or two the instant and unhesitating response of President Wilson to his urgent appeal for men in the critical days at the end of March of last year, and since that time the flow of American troops to Europe never ceased until the victory was won. We know and feel with what spirit, with what gallantry, and with what decisiveness they contributed to that victory.

"I am firmly convinced that this great gathering today does not represent any passing wave of emotion rising out of our joy in victory. I am convinced that it represents a deep-seated conviction that in this war America and Britain have been actuated by the same motives, have aimed at the same results and have been inspired by the same ideals of justice and liberty. We have acted together in the war, in our complete unity of command in the persons of Marshal Foch and Sir David Beatty. We shall act together, I firmly believe, with no less unity in the difficult labors which must lead to the establishment of a firm and just and an enduring peace.

Germany's Vain Hope

"But may I speak one word of caution. There are not wanting those who would like to sow dissension. Germany has always calculated that if she were defeated in the field she might be able to restore the balance by diplomacy, and to profit by dissensions between her enemies. We may trust the great statesmen who represent Britain, France, Italy, and America, that there will be no such dissensions, and when they are agreed, Germany will not find that there is much room for discussion. Whispers have gone around—I do not know where they came from—but some of you may have heard them—that the next war would be a war between America and Britain."

"That is a Hearst lie!" came in a voice from the balcony.

"I hope to God that it is true, for if it is true it means that there will be no next war," Sir Henry continued. "It would mean that war has vanished forever from the earth.

"I will quote to you the words of a great American written long ago. These words seem today to express not merely a policy and an aspiration, but a prophecy. In the year 1823, Thomas Jefferson was consulted by James Monroe with reference to the offer of Great Britain to co-operate with America in securing South America against interference on the part of the European monarchies, which formed the so-called Holy Alliance. Jefferson wrote to Monroe a letter, from which I will read to you a few words:

"'With Great Britain on our side we need not fear the whole world. With her then we should most sedulously cherish a cordial friendship, and nothing would tend more to unite our affections than to be fighting one more side by side for the same cause.'"

As Sir Henry finished speaking the velvet curtains were pulled apart and the tableaux revealed. After the sailors had grouped themselves about the ship Miss Constance Balfour, as Britannia, appeared on the Vindictive's deck and sang "Rule Britannia," with the audience joining in the singing. The meeting closed with singing "God Save the King," while the sailors stood at attention.

Honor Britain In Churches

From pulpits draped with the Stars and Stripes and the Union Jack, tributes to Great Britain for her part in the war were paid yesterday in the city's churches. In several instances the entire congregation joined when the organ pealed out "God Save the King," while down at Trinity, where the Pilgrims' Society held a special service, hymns composed especially for the occasion were sung.

"Honor to Whom Honor is Due," was the text chosen by Dr. William T. Manning for his sermon in Trinity, and in opening he declared that the tribute which the nation yesterday accorded her ally was "one which no just or generous or large-minded man could be willing to see withheld."

The topic of the sermon delivered in Temple Emanu-El, Forty-third Street and Fifth Avenue, by Dr. Joseph Silverman, was "Great Britain." Dr. Silverman had intended to speak to his people on "Palestine and the Jews," but he explained that in compliance with the invitation of Governor Whitman that clergymen all over the State observe Britain Day, he had changed his topic.

Dr. Silverman said he spoke of Great Britain with emphasis on Great, for if ever the empire deserved that title it was now. It might be, he said, she is no greater in territorial or physical power, but certainly she has grown mightily in moral power and the influence she can exert on the destinies of nations.

Dr. Silverman then reviewed the stand taken by England in the early phases of the great war. He applauded the decision to stand by her honor and word to protect the neutrality of Belgium, despite a sophistical temptation to join hands with Germany in conspiracy and treachery. Had England remained neutral at that time and through the war, said the speaker, Germany would have won, and the bulk of the world would now be under her heel.

Services in connection with the day also were held in the Chapel of the Intercession, Broadway and 155th Street, where the Rev. Dr. Milo M. Gates preached, and at St. Marks-in-the-Bouwerie, St. Mark's Place and Second Avenue, where Dr. William Norman Guthrie and Jones Lippman, former President of the Alsace Society of America, spoke.

CHINESE PIRATES RAID ON COAST OF SHANTUNG

Nipponese Gives Blood-Curdling Account Of Alleged Massacre Of Japanese

A harrowing story of atrocities by Chinese pirates is told by a young man named Shiomi Kokichi, aged 20, who arrived in Dairen on January 7 by the Saitsu Maru, of the Dairen Kisen Kaisha, which picked him up at sea, and handed him over to the local police. Shiomi was one of the eight men forming the crew of the Nagayoshi Maru, 135 tons, which sailed from Tsingtau on December 15 for Fusan with a cargo of 190 tons of salt, 10,000 eggs, and a quantity of vegetables. The following day the vessel was caught in a storm, and nine days later drifted on to an uninhabited island at a point about 510 miles south of Tsingtau. The provisions on board had long since been exhausted and the crew were in a very serious predicament until the Japanese steamer Tamon Maru I., which happened to pass, gave ten days' provisions to the distressed men. On December 28 three strange junks suddenly hove in sight and rapidly approached the Nagayoshi Maru. Over 30 fierce-looking Chinese pirates, all armed with old-fashioned pistols and swords, boarded the ship, and after taking away everything of value from her, proceeded to murder the crew, all except Shiomi being mercilessly slaughtered. Shiomi jumped overboard and swam until picked up by a Chinese steamer, which arrived in Chinwangtao on January 6, where he was transferred to the Saitsu Maru which reached Dairen on the 7th instant as above stated.

Business and Official Notices

(Continued from Page 20)

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AUSTRIAN REPUBLICS AT DAGGERS DRAWN

Independent Fragments Of Former Empire Won't Trade With One Another

GRAB FOR ROLLING STOCK

German-Austrian Plan Of Joining German Federation Said To Have Been Dropped

Vienna, December 1, (Associated Press).—"Compensation" has become one of the most important words in the republics of the former empire of Austria-Hungary.

Vienna is facing a heavy snowstorm with a coal supply for only two weeks, due to the fact that the Czecho-Slovak Government is not willing to trade with German-speaking towns and also because the Czecho-Slovaks will not deliver coal to Austria. The Austrian Republic contends that the Czechs have an excess of coal, but will not give it up, and also that they will not permit coal contracted for by Austrians to pass through their territory.

The Poles have coal, but will not let it out through Czech territory to Austria because the Czechs have not yet granted certain territoral compensation. The Poles also control the Galician oil output and refuse to sell it to the Czechs. It is expected the Czechs will obtain their oil supply from the United States. The German-Austrians denounce the Czechs as the spoiled children of the Entente.

Vienna has obtained a small supply of food from the Hungarians at extravagant prices, paying $50,000 for a carload of 20,000 pounds, or more than $2 a pound. The wholesale prices of other products are in proportion, and the price of food continues to jump. A piece of chocolate smaller than an American silver dollar sells for $3. There is also a lack of fats and pork is selling at $3 a pound.

In order to obtain coal and oil, in addition to running the risk of its being taken by the Governments of some of the neighboring States, the Austrians are forced to provide compensation in the form of natural gas, coke, and clothing at peace prices.

After One Another's Rolling Stock

For more than a month each republic has been trying to gain possession of the railway rolling stock of the other republics, which was the equipment of the Austrian state railroad. They will not let cars go out for fear they will not return.

The same situation applies to money. While each republic is still using the money of the old empire, none of the republics wishes to let it leave its boundaries, since any one republic might soon find itself drained. A bank at Vienna may transfer credit for a customer to Prague or Budapest, but the banks in the latter places are not permitted to issue money against credit until the money itself is deposited. Hence the attempts to smuggle large sums of money over the various frontiers.

At every frontier the passengers and their baggages are searched. If large sums of money are found in the possession of the passengers, it is taken and a receipt given for it. An officer who left Vienna today was searched and 2,000,000 crowns were taken from him at the railway station. A sergeant was searched and 1,000,000 crowns were found in his haversack.

Men and women who go into neighboring States to obtain food and bring it to Vienna relate that they have been robbed at the frontiers by Czecho-Slovak or Hungarian sentries, although both countries have plenty of food. A Jewess who has arrived in Vienna from Polish Galicia says she was robbed of $30,000. She was made to sign a paper declaring that she had voluntarily contributed the sum to soldiers' charities.

How business is deranged is shown by the story related to a correspondent by Julius Weiss, the Prague representative of the Vacuum Oil Company of the United States. Weiss wished to transfer 1,000,000 crowns from Vienna to Prague. The bank informed him that the only way to do it was to take it himself, which he did. The oil company continued its operations in Galicia until two weeks ago. The property is now in the hands of the Poles and the Ukrainians, while the company's customers are in Bohemia and Moravia.

Herr Weiss pointed out that it was impossible to continue business under such conditions. He said it was necessary for the Allies to regulate and also to straighten out the railway situation.

Budapest Policed By French

Conditions in Budapest are reported to be good, due to the fact that the French troops are maintaining order.

The disintegration of the former empire goes on apace, and is accompanied by fighting here and there and the depredations of marauding bands.

Czecho-Slovak forces are reported to have occupied Bodenbach, near the German frontier, thereby cutting off from Vienna large stores of provisions belonging to the German-Austrian Republic. It had been planned to send these stores to Vienna by way of Munich. The Czecho-Slovaks have garrisoned the larger part of German Bohemia and are said to be pressing toward the frontiers of Upper Austria. The rapidity of the Czecho-Slovak advance is illustrated by the report of a woman of Vienna who went to Raab, fifty miles southeast, recently, and found the town occupied by the Czechs.

In the south the Jugo-Slavs have occupied Marburg, which claims to be a German city. Their forces also have entered the provinces of Carinthia and Styria.

In the northeast the Poles continue their fight with the Ukrainians, and are advancing over the Carpathian mountains to the frontiers of Hungary. They are reported to be robbing the Jews as they go.

A Rumanian army has marched into Bukowina as far as Kolomea, on the River Pruth. It is claimed in Vienna that this force is clearly out of the limits of the Rumanian sphere in Bukowina.

When it suits their political convenience the residents of the former empire readily declare they are acting according to the spirit of President Wilson's messages, so much so that the peasants, who generally are a hardheaded and conservative lot, have begun to think that democracy means socialism or anarchy.

A State employe, who was excited by events in Berlin, asked the correspondent if, according to American ideas, it would not be a good thing to assassinate the royal family, and also to overturn forcibly the Austrian republican Governments that are too conservative. It was with difficulty that he was made to understand that Americans obtained governmental changes by orderly voting.

American Propaganda Urged

Some observers here insist that it is the duty of the United States not only to scatter a few military officers throughout the empire in the guise of missions, but also to send American citizens with blood ties in the former empire and speaking the various tongues for the purpose of undertaking propaganda to explain how American politics are guided by reason and not by force, and also that republics do not fight with each other. Otherwise, these observers say, the peoples of the former empire will never settle down. It is pointed out that during the best days of the empire the Hapsburgs kept order only with the greatest difficulty.

The delegates of the German-Austrian Government at the Peace Conference probably will endeavor to obtain permission to form some sort of a commercial federation within the limits of the old empire. They have dropped the plan of joining the German federation since they feel that the Allies are not willing to permit this. They declare that one of the mistakes of the old rulers of Austria-Hungary was to compel the use of the German language in Austria and the Magyar language in Hungary. This mistake, they say, should be rectified by granting autonomy to each race, as well as separate schools and separate churches.

The Danube federation plan has been altered somewhat. As outlined now it would be a purely economic arrangement permitting the continuance of the new Governments as political entities, but with the Czecho-Slovaks, German-Austrians, Rumanians, Hungarians, and Jugo-Slavs all jointed commercially in using the Danube route to the Mediterranean. The federation would also take over the port of Trieste, if the Peace Conference were to insist that it be neutralised.

It is explained that such a federation would have been formed before the war had it not been for the Hungarian Agricultural Party, which throttled agricultural commerce with Rumania and Servia, particularly Servia. This caused agitation which played a large part in events leading to the assassination of Archduke Francis Ferdinand.

It is pointed out that such a federation is demanded by the internal trade of the former empire, since Czecho-Slovakia needs a market for its coal, iron, sugar, glass, and leather, while German-Austria has industrial organisations to use these raw products. Vienna is also a banking center. On the other hand, the Hungarians and Jugo-Slavs will have foodstuffs to sell to the other republics.

Some leading German-Austrians declare that the organisation of such a federation should be settled at the Peace Congress, because, they say, it would be impossible to secure an agreement among the republics if they were permitted to settle it among themselves.

AMERICAN GAMES THRILL SPECTATORS IN LONDON

Cowboy's Dash Gives Intimation Of Spectacle To City; Bronco Divides Honors

A cowboy raced up and down the dignified spaces of Hyde Park whooping and bucking alarmingly on a magnificent black horse; a full blooded son of the ranch in a flaming red flannel shirt, chaps, revolver holsters and a wide sombrero. Behind him streaked a long line of wholly headless negroes running as if for their lives.

Solemn Britishers seeing them flash past eyed one another with amazement. Prim nursemaids feeding the ducks in the Serpentine shrieked aloud and drew their small charges to the sides. And the fashionable riders in Rotten Row pulled up short in full gallop, adjusted their monocles and followed the red shirted one in nervous expectancy, but discovered nothing more alarming than the demonstration of American games by 100 selected American soldiers and 20 negroes.

In that small quarter of a mile space of park were crowded all the fashionables and notables of the town British and American. There were loughboys by the score, white capped United States jackies and their girls and hundreds of pretty Englishwomen in flashing summer gowns, hundreds of British khaki boys, brakeloads of wounded Australians, drawn to the side like grand stands and the band of the British Horse Guards—the Blues—the crack cavalry regiment—playing syncopated airs in a far corner, and their colonel and his officers and their ladies, gathered in the reserved seats like a regimental party.

And there was Gen. Biddle, dividing his attention between the British colonel and the men in the American game teams. London looked on and was tickled to death at the novelty of it all.

Cowboy Leads Way

First came the cowboy, back again galloping around and around the enclosure, shouting to the spectators who in their turn chaffed and cheered. "Have you ever seen a cow ranch?" yelled an American sailor in the crowd. "Not him," said another. "He can't ride. Get off and give your horse a ride." And just at that moment, as though to prove his words, the cowboy's hat blew off. He wheeled and stooping from the saddle went riding on without it. He had another shot. This time again he failed. Then the jackie stepped out into the enclosure. "Sure you ain't no rider," he said, taking the horse by the bridle. "Give a real fellah a chance."

But the red shirted one demurred volubly. The sailor, however, was a man of action. Swift as thought he clambered up behind. And away they went until turning a sharp corner he went off with a bump to the ground. Again the crowd cheered and laughed.

A squad of negroes, their white teeth gleaming in their black, shining, laughing faces, came out and with a hefty sort of rolled up sack battered each other in turn. The man hit picked up the beater and ran round until he struck a fellow and then dropped the sack in turn. This was followed by a sort of glorified leap frog.

No wonder the Australians said they were rough," said an Englishman in the crowd; "do they publish a casualty list after all their sports?" The long line swayed and went over sideways, a mass of struggling, laughing humanity. But it was the "who me" game that seized the popular fancy. Five men stood round in a half circle, round an unfortunate individual, who waited, half bent, for the knock. The crowd giggled and roared. Until some humorist abandoned his hand for a wooden mallet—and then there was none.

Real Texas Saddle

Then the real bronco, with a real Texas saddle, was brought into the ring and the cowboy mounted him.

"Take your hand off the horn of the saddle," shouted the other cowboys in chorus, and the red shirted one did—he was a Canadian soldier really, made up for the performance. So while the bronco whirled round, leaped into the air and came down on all fours, tossed his head friskily and did another double turn, coming closer to the crowd all the time, the excitement became intense.

Suddenly, with a wicked snort, the bronco made a bee line for the reserved seats, in and out and over, goose stepping like a Prussian, turning over the chairs, scattering the crowd in all directions, then streaking across the open field beyond, where, satisfied with his exertions, he resumed his role of a complacent cavalry horse. But the games went on without interruption.

There was "skinning the snake," two long lines of men, human chains, trying to lay themselves out on the ground, and sort out again in record time; black and white boat races, black and white relay races, four men abreast, with their arms closely interlocked, up the ground, round the post and home again "piling the pyramid," an amateur over the top event that evoked much applause and wonderment particularly when the second man up cleared half the long line of stooping men and hung on the fifth literally with his eyebrows.

But the negro blindfold boxing was the event of the day. "Looka out dere, boss." "Out de way, boy," and round and round they went, their teeth showing to the smiles, sparring wildly in all directions at the man who wasn't there. Until the last man left in the ring struck the weirdest opponent of his life. One second he struck him in the back, the next brushed his cheek, then took him between the legs then dangled under his very nose. First this way, then that, twirling round in all directions, hot, perspiring and bewildered—like a humming top—he feinted and sparred, but all to no purpose, that elusive "fellah" kept coming in at him from all sides. And it was only when he caught the roars of the crowd that he realised for the past two minutes he had been boxing a glove on the end of a long pole.

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Says German Civilisation Will Be Akin To America's

Prussianism Is Dead, Says Kyoto Professor, And Gives Way Now To The Spirit Of Chicago

That Germany will become a democratic nation just like the United States of America, is the conclusion o the serial article published in th Osaka Asahi by Professor Kuriyagawa lecturer on English literature in th Imperial University of Kyoto.

"Many political critics in this country entertain the view that the democratisation of Germany is a dream and that the war would certainly giv birth to another militaristic Germany but this is merely a groundless fea of superficial alarmists," begins th writer. "It is not men alone but time which make a nation democratic o autocratic. Now when time is in favo of democracy, how can the German remain unchanged. The downfall o the Kaiser does not mean the in capability of the Kaiser or of the German nation to fight with the Allie. Indeed, they could win the war if the fought with the spirit of the new age But they fought against the spirit o the age, therefore their defeat wa inevitable. On this similiar ground, am firmly convinced, the restoratio of an Imperialistic Germany is an im possibility.

"What will be, then, the future o Germany emancipated from the yok of Prussian militarism? Some seem to consider that she would follow th fate of Russia and would become a country of Bolshevism, but the vie comes from an utter ignorance of th national characteristics of the tw nations. While the Russians ar sentimental and little trained in systematic management of affairs o state and consequently an anarchy i the inevitable outcome of their re volution, the Germans, intelligent scientific, rational and well trained in political and social affairs, may b able to carry out her revolution with out running to extremity.

Prussia Versus Bavaria

"People often blame German civilisation as a whole, without making any discrimination of the various element it contains. This is a great mistake German civilisation is more com plicated than is generally thought We must remember that while there i a 'Berlin civilisation' which represents Prussianism, there is in the South a civilisation of Munich, the Capital of Bavaria, which we use to call the 'City of Fine Art (Kunststadt).' It is not Germany but Prussia which is to be destroyed. It is not Germans against which we have fought, but the Prussians whom Goethe once called a nation of brutes. Now, with the downfall of Prussianism which was professed by Treitschke from the chair of the University of Berlin, Germany has entered into a new life, at the same time returning to the time when she was not unified under the influence of Prussia, with the hope of giving birth to many new Kants and Goethes.

"I am firmly convinced that the Germans, with their strong will power scientifically well developed brains and with their admirable nature of assiduity, would bring forth a new great civilisation, both material and spiritual But what sort of civilisation is likely to be created in Germany? My answer is, German civilisation in the future will be just like that of America.

America The Best Model

"I say this because I think that America is the best model for Germans in their task for the creation of their new country and new civilisation. Furthermore, the German people have had good experiences in making their civilisation Americanised. For instance, the wonderful development of Chicago owes much to the diligence o its German population, but, at the same time, the German population in Chicago or in various Middle-Western cities must realise now what they owe to the spirit of American democracy in building up their new life in the new continent. In fact, the development of Chicago is a great lesson to the Germans, and we see in the civilisation of Chicago, which is greatly different from those of Boston, New York or of various cities in the South, a likeness of the German civilisation in the future."

Poets, novelists or literary critics in this country have hitherto been very indifferent about the questions of war and peace and there have been few of their views on current topics which were worth introduction. The conclusion of the armistice and the downfall of Prussian militarism, however, have changed the whole situation, and a number of them have come out from their den like lions, frankly making their opinions public through newspapers and other periodicals. Obviously, these men of letters are all enthusiastic adherents of pacifism and democracy, and the Allied victory ov militaristic Germany was a great encouragement to them.

Peace Must Be Fundamental

Professor Kuriyagawa's article is a fine specimen of the works of these literary men. Being a diligent student in English literature, he is a typical pro-Ally. Being a man of letters, not of politics, his view is idealistic from the beginning to the end. He says in part: "Many politicians think that the conclusion of a permanent peace by the establishment of a League of Nations is a dream. Certainly it might be a dream before the eyes of these politicians whose observation is always shallow and consequentl whose judgment is always narrow-minded. But the peace now in sight cannot be or should not be made by such superficial politicians. In this respect, we cannot help but envy America and other Allied Powers, which are to be represented at the forthcoming peace conference not by ordinary politicians but by philosophers and idealists. America has Wilson, who is a statesman, scholar and idealist. Great Britain has Balfour, a great philosopher, who can not only understand the philosophy of Bergson but even criticise it. And Clemenceau, who represents France, is an idealistic patriot. Is there any one among the Japanese delegates who can understand philosophy and literature?"

Professor Kuriyagawa violently denounces the nonchalant attitude of the Japanese public toward the conclusion of the war, saying: "In their eyes th rise and fall of the stock market is the most important thing in the world. They think that the nation's life can be made mostly happy by the occupation of new territory and new sphere of interest. More than this they even hoped for a prolongation of the war because of their desire to make money in war-time business. In fact their heart is the heart of devils which delights in the suffering of mankind. Now when this brutalism is over and when the beautiful goddess of peace emerges from her hiding place with a smile on her lips, why should we not participate in the universal jollification which is going on in all parts of the globe?"

REPORT ALLIED VICTORY TO ANCESTRAL SPIRITS

Emperor Of Japan Will Go In June To Great Shrines And Imperial Mausoleum

In view of the expected early conclusion of peace, it is reported that his Majesty the Emperor of Japan has decided to pay a visit to the Great Shrines in Ise and the Imperial Mausoleum at Momoyama in order to perform the ceremony of reporting the Allied victory and the return of peace to the spirits of the Imperial ancestors. It is said that the authorities of Ise and Kyoto have already begun the necessary preparations for the visit, which is expected to take place in June.

The Invasion Of Germany

By Frank H. Simonds
(New York Tribune)

Public interest has been for the past few days so completely concentrated upon political and diplomatic events that the military circumstances have escaped general comment. And yet at least one military event is of the utmost significance. The real invasion of Germany has begun. Belgian, British, French and American troops are all on German soil, and an occupation is beginning the end of which no man can forecast.

One year, two years, ago such an invasion would have been at once unthinkable and of stupendous import. The prospect of it would have shaken the very foundations of the German Empire. For we have always to remember that it was primarily for protection that the German tribes united in 1871, and the cement of national solidarity was the assurance that invasion was henceforth impossible.

The whole mighty fabric of the German Empire, which dominated Europe for almost half a century, was conditioned upon a single fact —the fact of military power. With all its evils, once recognised, later forgotten, Prussian domination in Germany brought something which the Holy Roman Empire could not supply, or Austria, inheriting the estate dissolved by Napoleon I, guarantee.

And now visibly, tangibly, the Prussian failure is revealed. The old roads of invasion followed by the armies of Louis XIV and Napoleon are now filled with new armies of invasion. Napoleon III told his people that his empire meant peace. When it proved to mean unsuccessful war it collapsed almost in an hour, and to this day the Napoleonic legend in France has not revived.

The invasion of Germany—unresisted though it be—is a fact of enduring historical importance, because it is a final proof that the whole theory and faith which were expressed in the German Empire were false. Germany did not gain security at home and opportunity to pillage and plunder abroad. Her portion was first domestic misery, then foreign defeat, and final invasion and occupation.

It is impossible to exaggerate the value of the demonstration now being made in Germany of the fallacy of German reasoning. The Germans occupied Lille, St. Quentin, Laon; he planned to annex Flanders and French Lorraine. But today it is Treves and Aix-la-Chapelle which receive enemy garrisons, and tomorrow it will be Cologne, Coblenz and Mainz. Meanwhile Alsace-Lorraine is lost and Prussian Poland destined to pass to other hands.

By contrast with Aix-la-Chapelle, just receiving a Belgian garrison, there is Liege, welcoming the returning King and the general who unavalingly but gallantly defended it. The taking of Liege was a feat that filled Germany with immense and unrestrained rejoicing. It wa the first step in world domination—so it seemed in August, 1914—but in December, 1918, it is the last circumstance preceding the coming o enemy troops to the Fatherland.

The lesson is a lesson that wa necessary and will not be lost. No victory could be a sufficient victor; which ended the war on French o Belgian soil and left the mass of th German people conscious of failur in aggression, but oblivious to th meaning of defeat, still immun from the consequences of an un successful raid upon neighboring states.

When American, British, French and Belgian troops are along the Rhine, when German provinces are patrolled and administered by enemy garrisons—althought there is lacking devastation, the concomitant of German invasion and atrocity, the attending circumstance of Teutonic conquest, then there will be the solid, immutable proof that wars begun abroad for conquest invariably and inevitably end at home, and with hostile armies in control of he home lands.

The invasion of Germany is the inal demonstration of the collapse of the German idea. The fleet has crawled to a British port and hoisted he white flag. The army has surendered without condition, leaving its artillery and its machinery behind it, and slinking back home. And now—the enemy is coming—he annot be checked or resisted. His will is law west of the Rhine. He ay be rude or considerate, heavy anded or gentle, civilised or German, but he can be what he will.

And to me the accounts of correspondents, who describe the upefied silence of the populations German cities as the armies of occupation march in, are of supreme interest. They are the last sign and evidence that the great fact has been established—the German dream of world power is over—the long task of reparation and restoration has begun. Militarism is kaput —Germanism has failed.

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69 Nanking Rd.—Tel. Cent. 1788
(Two doors above Honan Rd.)

CAMPHOR-MENTHOL CREAM

An excellent application for Chapped Hands, Chilblains, Cold Sores, etc.
Soothing and Healing
65 CENTS A JAR

PETROLEUM JELLY

For all skin troubles. Give a bottle to each of the servants for their "chaps."
Cheap and Good
25 CENTS A BOTTLE

MACTAVISH & CO., LTD.
Chemists:
Opposite the Garden Bridge.

"Kavkas Mercury & Vostochnoe" Ltd.

WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.
Established 1840.
HEAD OFFICE IN PETROGRAD

FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risks covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.
Telephone No. 1478. 1 The Bund.

Wiring Installations

Electrical Fittings

G-E Edison Lamps

Home & Office Appliances

Veluria Glass Ware

ELECTRICAL SHOWROOM

Andersen, Meyer & Co., Ltd.
Ia Yuen Ming Yuen Road — Telephone Central 778

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, January 18, 1919.

Money And Bullion

Sovereigns: buying rate.
@ 5/0 = Tls. 4.00
@ exch. 72.5 = Mex. $5.52
Gold Dollars: Bank buying rate,
@ 119 = Tls. 84.03
@ 72.5 = Mex. $115.90
Mex. Dollars Market Rate: 72.2
S'hai Gold Bars: 978 touch Tls. 262
Copper Cash ..... per tael 1824
Native Interest ..... Tls. .02

Latest London Quotations

Bar Silver ..... 48 5/16d.
Bank Rate of Discount 5%
Ex. Paris on London ... Fr. 25.98
Ex. N.Y. on London T.T. G.$4.76½

Exchange Closing Quotations

London ..... T.T. 5/0
London ..... Demand 5/0¼
India ..... T.T. 333½
Paris ..... T.T. 650
Paris ..... Demand 653
New York ..... T.T. 119
New York ..... Demand 119½
Hongkong ..... T.T. 64½
Japan ..... T.T. 43½
Batavia ..... T.T. 282½
Singapore ..... T.T. 46½

Banks Buying Rates

London ..... Demand 5/1
London .... 4 m/s. Cdts. 5/2⅛
London .... 4 m/s. Docy. 5/2⅛
London .... 6 m/s. Cdts. 5/3
London .... 6 m/s. Docy. 5/3⅛
Paris ..... 4 m/s. 681
New York .... o/d Docy. 120⅛
New York .. 4 m/s. Docy. 123⅛

Roubles Exchange

Today's Bank Buying Rate
For Roubles
Roubles 1,320 ..... = Tls. 100
Roubles 100 ..... = Mex. $10.50

Customs House Exchange Rates For January

Hk. Tls.	3.52 @ 5/1½		£1
,,	1 @ 1.50	Mex.	$1.50
,,	1 @ 664	Francs	7.40
,,	0.74 @ 121½	Gold	$1
,,	1 @ 42⅜	Yen	2.61
,,	1 @ 15	Rupees	4.26
,,	1 @ —	Roubles	—

Stock Exchange
Transactions

Shanghai, January 18, 1919.

TODAY'S QUOTATIONS

Official

Yangtszepoo Cotton (Ord.)
Tls. 9.00 March
New Enineering Tls. 25.25 March
S.M.C. 5½% Debs. 1914 @ Tls. 73.00

Unofficial

Chinese Engineering and Mining "B" Tls. 9.75
S.M.C. 6% Debs. 1908 @ Tls. 86.00

Sharebrokers' Association
Transactions

Shanghai, January 18, 1919.

BUSINESS DONE

Official

Kungyiks Tls. 13.85 cash

Piece Goods And Yarn

Messrs. Ilbert and Co. write as follows in their report for week ending January 17:

Piece Goods

With the China New Year holidays falling due on February 1, about two weeks hence, the small amount of trade that has been doing is daily assuming smaller proportions and the Chinese dealer is giving more attention to the settling up of his annual accounts than to the consideration of further business. The undertone of our market, however, is quite healthy and the general opinion is that, in view of the small stocks held by country dealers as well as the unlikelihood of any large supplies coming forward in the near future, the general tendency, with anything like a normal demand in the Spring, will be for a steady improvement in rates after the holidays.

Goods offered at the auctions during the week fetched steady rates. White Shirtings, however, received the most attention and a marked improvement in prices was noticeable. Owing to the approach of the China New Year holidays the next auctions will not take place until February 11.

The local financial position has improved somewhat by the arrival of further silver supplies and our local stocks show an increase of some three million taels. Native interest has momentarily receded and is quoted today at three candareens per mille per diem; but may possibly advance again as we near the date of the actual annual settlement of accounts.

Grey Shirtings 8¼ lbs.—In view of the approaching native holidays purchases have been confined to immediate requirements and no material change in prices has eventuated. Sales for Tientsin and Hankow have been brought to our notice in Black Joss at Tls. 5.60 and Three Eagles at Tls. 5.10. Auction values steady.

9-11 lbs.—We hear of business in 10 lbs. of Pigshead at Tls. 6.75. Rabbit and Moon at Tls. 6.75, Red Cock at Tls. 6.00 and Soldier C at Tls. 5.95. Prices at auction slightly higher.

12-lb. 36-inches.—The following sales have been recorded. Blue Round Dragon at Tls. 6.75, Large Blue Stag at Tls. 6.00 and Chinese Soldier at Tls. 6.60. Auction market quite steady.

White Shirtings.—A firm underlying tone has been evident in our market and prices at auction have shown a slight advance all round. Sales are reported in: Five Boys at Tls. 9.65, Blue Round Dragon at Tls. 9.65, Gold Nine Tai at Tls. 9.50, Flower No. 1 at Tls. 9.35, Small Red Dog at Tls. 9.10, Good Luck at Tls. 8.62½, Nine Boys at Tls. 8.45, Flower No. 3 at Tls. 8.35 and Flower No. 4 at Tls. 8.15.

Dyed and Fancy Cottons.—We have to record a further advance on last week's prices and the auction market closed firm, with Black Italians in demand at two mace over last prices.

Cotton.—Owing to the continued wet weather and probably to the unwillingness of the farmers to accept present rates for cotton, supplies from the interior have to some extent been curtailed. Very little business has transpired during the week and quotations are nominally about the same, viz; Tungchow Tls. 31.00 to Tls. 32.00, Steam Ginned at Tls. 29.50 to Tls. 30.00, Ordinary Shanghai at Tls. 29.50 to 30.00 and Ningpo at Tls. 28.00. Hupeh cotton is quoted at Tls. 28.00, Shensi No. 1 at Tls. 34.00 and Shensi No. 2 at Tls. 31.00. Market quiet.

No Reuter telegrams have been received during the week giving the Liverpool quotations, but private cables quote Middling American at 19.72d. for spot, and 16.59d. for March.

The American market has fallen considerably for futures, quotations being March, Gold cents 25.40, May, Gold cents 23.90, July, Gold cents 22.98. Spot being Gold cents 30.90.

Local Yarn.—The general tone of our market is quiet and dull. It is reported that a little business has been done in resales at rather easier rates, but particulars are not made public.

Indian Yarn.—The following business has been reported: No. 10's—50 Bales Connaught at Tls. 136.50 and 100 Bales Empress at Tls. 135.00.

Japanese Yarn.—Our market continues dull with little business offering. Details of sales are as follows:

No. 16's—100 bales Three Horses at Tls. 169.00.

No. 20's—500 bales Man and Fish at Tls. 160.00.

Share Market

Messrs. J. P. Bisset and Co.'s share report for week ending January 16, says:

Business during the past week has been so dull and the number of transactions recorded so meager that it is difficult to express any comment on the tendency of the market. The continued scarcity of money has had a numbing effect on share business generally, and brokers and clients alike apparently prefer to refrain from doing business until the present adverse conditions of restricted credits and high exchange are alleviated.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

"BICKERTON'S"
PRIVATE HOTEL

73, 74 and 75 Bubbling Well Road. Seven minutes from Bund by trams. Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000
Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit. Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YOA YU,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
Hon. Mr. P. H. Holyoak Chairman.
G. T. M. Edkins Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay Esq.
Hon. Mr. D. Landale.
E. V. D. Parr Esq.
W. L. Pattenden Esq.
J. A. Plummer Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County and Westminister Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE,
Managers for Asia.

MITSUI BANK, Ltd.

SHANGHAI BRANCH
13 Foochow Road

Capital (Paid-up) ..... Yen 20,000,000
Reserve ..... Yen 13,950,000

Head office: Tokio, Japan.
President: Baron Takayasu Mitsui.

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Kukagawa (Tokio), Otaru.

Bankers:
London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York. The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business transacted.

I KENJOH, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Accounts and Dollar Current Accounts at 2 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG.
Manager.

Shanghai, 1st Nov., 1918.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	

Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .....U.S. $1,713,000
H. T. S. Green,
President & General Manager.

London Office:
36 Bishopsgate, E. C.

San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND,
Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid .....H.$2,000,000.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping, Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 24,300,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	Los Angeles	S. Francisco
Buenos Ayres	London	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonoseki
Dalny	Mukden	Singapore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kaiyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau
		Valdivostock

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i.e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano;

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road,

Capital $541,000.00
Reserve Fund 26,960,000
Deposits (June 30, 1918) $2,688,000.00

Cable and Telegraphic Address:
"COMSAVBANK"
Telephone: Central 4522.

Correspondents at the principal cities throughout China and domestic exchange a specialty.
Credits granted on approved securities. Bills discounted.
Interest allowed on Current Accounts and Fixed Deposits both in taels, and dollars according to arrangement.
Every description of Banking and Exchange business transacted.
Interest allowed on Savings Accounts at 4% per annum.
Pocket Saving Banks.
Safe Deposit Boxes.
K. P. CHEN, General Manager.

Banque Belge Pour l'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000
Head office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin Alexandria, Cairo (Egypt), and Rotterdam.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.
Every description of banking and exchange business transacted.
M. DEMETS, Manager for China.

The Mercanile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 650,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.
C. T. BEATH Manager.
26 The Bund.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

Paid-Up Capital $4,000,000.00
Reserve Fund 266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office: Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.
Interest allowed on Savings Accounts at 4% per annum.
Credits granted on approved securities.
Every description of Banking and Exchange Business transacted.
Modern Safe Deposit Boxes For Rent
SHU CHIN MIN, Sub-Manager.
SHEN CHU HSU, Manager.
O. C. YANG, Sub-Manager.

Silk Market

In their report for week ending January 17, Messrs. William Little and Co., write as follows:

White Silk.—We have no change to report in the market which continues dull.

The Japan market is reported as unchanged but none too steady.

Tsatlee New Style.—Three Arrow 1, 2, Black Lion 1, 2, Tls. 550 av.

PARIS EXCHANGE
(French Wireless)

Paris, January 17.—(Via Lyons and Koukaza). Paris exchange:

Paris-London checks	26.00
War Loans: 3 percent	63.00
4 percent 1917	75.10
Liberty Loans: 4 percent 1918	75.
5 percent	?

Coal Market

In their report for fortnight ending January 16, Messrs. Wheelock and Co. write as follows:

Japan Coal:—Since writing on the December 19 last the situation in this market is as follows:

The annual contracts for 1919 have now all been concluded and buyers can consider themselves fortunate to have settled when they did, as since then prices have risen still higher in Japan owing to very large orders for the Government Railways and also large industrial and shipping requirements.

It is hoped that during the year the output of the Japanese mines may be somewhat improved, but there is no doubt that the demand will far exceed any possible increase in output that may be attained so that there is very little prospect, as far as can be seen at present, of any "easing-up" in prices.

Fushun Coal:—Owing to various difficulties caused by insufficient labor and transport facilities these mines have found it quite impossible to cope with the demand and they are now even forced to ask for some delay in deliveries; it will therefore be quite impossible for them to entertain any new business for some time to come.

Kaiping Coal:—A large demand continues for better grades, and although the freight market is slightly easier for the moment, it is not expected that there will be any large slump in local freights, as the building of small vessels has been neglected for the past two years. Some idea of the extension of Kaiping Coal market can be gathered from the fact that during the last few months over 40 steamers per month have left Chinwangtao for Dairy, Korea and Japan; a business which did not exist a few years ago.

Coal prices as quoted:

	per ton ex Wharf Tls.
Japan Coal:	
Milke Lump (Contracted for)	
Milke Small (Contracted for)	
Milke Dust (Contracted for)	
Kishima Lump	20.00
Kishima Dust ...(No stock)	14.00
Shakano Lump	19.00
Arate Lump	18.00
Shimoyamada Kirigomi	18.00
Shin-Shakano	16.00
Yoshinotani No. 1 Lump	18.50
Yoshinotani No. 2 Lump	17.00
Kaiping Coal:	
Navy Lump	18.00
Loco Lump	16.50
Linsi Lump	14.00
Washed Nuts	15.50
Washed Slack	14.50
No. 5 Slack	14.00
No. 1 Slack	13.50
No. 2 Slack	12.50
Manchurian Coal:	
Fushun Unscreened (ex godown)	17.60
Fushun Dust	15.00
Fushun Lump	No stock

Rubber Prices

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on Wednesday, January 15:

No. 1 Smoked Sheet—$0.72½ per pound equivalent to 1s. 8⅛d. ex warehouse Singapore.

No. 1 Crepe—$0.74½ per pound equivalent to 1s. 9¼d. ex warehouse Singapore.

Market weak, offered 1,209 tons; sold 504 tons.

Siccawei Weather Report

Remarks on the 17.-Fine weather in our regions. Cyclonic circulation systems are shown in the Hwangho and Yangtze Valleys. A very heavy anticyclone prevails in Siberia.

Morning of the 18.—WNW squalls during the night and the early morning at the rear of the continental depressions which have put to sea. Overcast weather. Barometer slowly rising.

Saturday, January 18, 1919.

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. inches	30.35	30.33
Variation for 24 hrs.	0.00	+0.09
Variation for 12 hrs.	+0.13	+0.19
Wind—Direction	WNW	WNW
Wind—Miles per hour	24.9	29.8
Temperature (Fahr.)	44°4	41°0
Humidity %	97	96
Nebulosity 0-10	10	10
Rinfall inches	0.06	—

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Gun	Man	Commander
WTW			Snipe	Br. g-b.				
M.M.B.	Oct	10	Villalobos	Am. g-b.				
W.T.W.			Nightingols	Br. g-b.				
P&OBI	Oct.	18	Sel. Caboto	It. g-b.				
			Kiangsi	Chi. g-b.				
			Litchoan	Chi. g-b.				
			Tsoutai	Chi. cr.				
			Kansien	Chi. g-b.				
			Lienkien	Chi. g-b				
			Houpong	Chi. g-b.				
BNB	Nov.	8	Kinsha	Br. g-b.				
	Nov.	15	Chienan	Chi. g-b.				
	Nov.	11	Fukong	Chi. g-b.				
SP	Dec.	21	Quiros	Am. g-b.				
P&OBI	Jan.	7	Woodcock	Br. g-b.				
M.M.B.	Jan.	11	Bee	Br. g-b.				
M.M.B.	Jan.	16	Cadmus	Br. g-b.				
PP.	Jan.	17	Saga	Jan. g-b.				

Astor Grill Rooms

Table Boarders

will find the best of food (home style), good service, and must moderate prices by the month

We cater specially for

Private Dinner Parties

Our food is the best in town and service is quick and efficient. Private parties may have the use of sittingroom and ballroom, where there is a good orchestra.

Bring your wife, your mother, your sisters, your friends.

13 - 14 - 15 Broadway. Tel. North 1846

AMUSEMENTS

APOLLO THEATRE Tomorrow

"THE COUNT OF MONTE CRISTO"
"THE COUNT OF MONTE CRISTO"

Epoch 7: "The Last Exploits of Caderouese"

Interest is now speeding up and here we have a really great episode packed with fine acting and good scenery. Don't miss this part

Pathe's British Gazette — American War News
News from old Blighty The Best War News Yet

"Uncle Sam's Emigrants" Their arrival and doings in U.S.A.

"Mamma's Boy" } A peach of a comedy with
"Mamma's Boy" } - - plenty of good fun - -

TIME AND PRICES AS USUAL. BOOK AT ROBINSON'S.

Tonight 9.15 p.m.	*Matinee at 3 p.m. Today*
Antonio Moreno	Dorothy Gist
in	in
"A Son of the Hills"	"Susan Rocks the Boat"
a great Vitagraph feature	a fine picture worth seeing

Coming Shortly
CHARLES RAY in The Ray of Sunshine in "THE CLODHOPPER"
70 minutes delightful entertainment on the screen.

Thursday Next
FREDONY VAUDEVILLE COMPANY

Société Dramatique Française

Lyceum Theatre

Thursday, 23rd and Saturday, 25th January

"L'Ami Fritz"

Comedy in 3 Acts by Erckmann-Chatrian

Prices as usual
Booking at Moutrie's

Amusements

VICTORIA THEATRE

NEW PROGRAMME
for
January 19th and 20th
"WILD DUCK SHOOTING"
Interesting

"THE RED ACE"
"IN-MID-AIR"
Two Parts

"FIGHTING BLOOD"
Two Parts

"HARD LUCK"
Comedy

"LENA AND THE GEESE"
Comedy

Matinee Today
Showing
"THE RED ACE"

OLYMPIC THEATRE

PROGRAMME
for
January 20th
and
Matinee Today
PRESENTING
The Vitagraph Special
FEATURE
THE
"INTRIGUE"
In Five Parts
Played by
The Celebrated Artist-Master
Bobby Connelly
And Other New Pictures

Business and Official Notices

(Continued from Page 20)

EDEN HOSPITAL

Dept. of Venenal Diseases
P372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform
DR. JAMES YUKING, Supt.

LOST

A Bill of lading, No. 15, marked G.G, calling for 211 packages of "White Stork Brand" Raw Cotton, iron-lined packing, having delivered 200 packages and remaining 11, imported per S.S. Teh Shing, trip No. 30. The public are hereby warned against negotiating the said Bill, as declaration of its loss and cancellation has been made at the Hoong On Godown. This notice also appears in the Shun Pao and Sin Wan Pao.

SING TAI YAH.
(信泰協花號)

Shanghai, January 14, 1919.
20845

Motor-Cycle Raffle

The Cleveland motor-cycle raffled at the Astor Bar on the 5th October, 1918, winning number 171. If not claimed within seven days will be sold and the proceeds handed over to local charities.

F. FERNANDEZ.
20869

DAHLIA

Six New Sorts:—
Cuctus, Peony, Decorative, Collarette, Pompon, Single.

Best Mixed per
10 bulbs $ 3.50
50 bulbs $15.00
(Postage included)
Only Money Orders of the Chinese Post Office will be accepted.

The Tinghai Nursery, Ltd.
Tinghai, China.
20761

TURKISH BATH
and
MASSAGE ESTABLISHMENT

Specialty for rheumatism and nervousness; fat people reduced. 15 years' experience in U.S.A. Patients attended at their residences by arrangement.

Prof. I. K. SETO,
Tel. N. 2768. 25 North Szechuen Rd.

WHY should you waste your time and have yourself left unserved just because you cannot get the man you want. The Y.M.C.A. Employment Bureau, can furnish you with men of every efficiency and capacity, even experienced compradores with good securities.
20795

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI
and
DR. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)
20770

Massage and Swedish Treatments

Expert Masseur, Electrical and Swedish Treatments, by Thos. Burke, London, Eng. Cert. c/o Palace Hotel. Patients visited. The only graduated masseur in Shanghai.
20297

Cheap Sale

Until February 1st only Best Jade Stone Gold and Silverware for sale at 40% less than regular price.

Sing Fat & Co.
43-F Kiangse Road
20774

WARNING

AFTER TODAY

Your Chance Has Gone

SINCERE'S

GREATEST BARGAIN SALE EVER HELD

Closes Today

Have YOU Secured Your Bargain?

Think of the Cold Days Still to Come!

SINCERE'S

THE PEOPLE'S PROVIDERS

OLYMPIC THEATRE

On WEDNESDAY, JANUARY 22nd, at 9.15 p.m.

SECOND CONCERT

BY

THE PETROGRAD CHAMBER ENSEMBLE

"ZIMRO"

Jewish Programme

I. ROSOVSKY:—Fantastic Trio....for Violin, Violincello and Piano.
II. TO THE WEDDING..for Solo Clarionet.
III. (a) LWOFF:—Oriental Melody
(b) ZIMBALIST:—Jewish Dance..for Violin.
IV. GOOROVITCH:—Kol Nidrei..by Sextette.
V. GNESIN: Jewish Variations for String Quartette.
VI. ROSOVSKY:—Chasidis Melody...for Viola.
VII. BRUGH: Kol Nidrei....for Violincello.
VIII. KRAIN:—Soulhette.....by Sextette.

BOOKING AT MOUTRIE'S

Direction: Mr. A. STROK

Last Concert on Saturday, January 25th

Prestige in every sphere

B W L
Brilliant wire lamp

TOKYO ELECTRIC CO.,
and
China lamp Co.
Show Room
P564. Nanking Road
'phone C. 4907

A-40

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Jan. 30	—	San Francisco	Siberia Maru	Jap.	T. K. K.
Jan. —	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
Feb. —	—	Vancouver	Stanley Dollar	Br.	R. D. & Co.
Feb. —	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
Feb. 1	—	San Francisco	Ecuador	Am.	P.M.S.S. Co.
Feb. 2	—	Seattle, etc.	Katori Maru	Jap.	N. Y. K.
Feb. 9	—	San Francisco	China	Am.	C.M.S.S. Co.
Feb. 11	—	San Francisco	Tenyo Maru	Jap.	T. K. K.
Feb. 22	—	Vancouver	Empress of Russia	Br.	C.P.R.
Feb. 23	—	New York via Panama	Bloemfontein	Br.	J. M. & Co.
Mar. 2	—	Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Mar. 8	—	San Francisco	Shinyo Maru	Jap.	T. K. K.
Mar. 31	—	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.

FOR JAPAN PORTS

Jan. 20	—	Kobe	Sado Maru	Jap.	N. Y. K.
Jan. 21	—	N'saki, Kobe & Y'hama	Kokura Maru	Jap.	N. Y. K.
Jan. 22	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Jan. 24	—	Nagasaki	Penza	Rus.	R.V.F.
Jan. 25	—	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Jan. 28	—	N'saki, Kobe & Y'hama	Yamashiro M.	Jap.	N. Y. K.
Jan. 29	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
Jan. 31	—	N'saki, Kobe & Y'hama	Santo Maru	Jap.	N. Y. K.

FOR EUROPE IND IA, STRAITS, ETC.

Jan. 20	—	Liverpool, etc.	Tamba Maru	Jap.	N. Y. K.
Jan. 23	—	London	Kalomo	Br.	J. M. & Co.
Jan. 25	—	London, etc.	Benarty	Br.	G.L. & Co.
Jan. 25	—	London, etc.	Pembrokeshire	Br.	Glen Line
Jan. 25	—	Marseilles	Sphinx	Fr.	M.M.
Jan. 31	—	London	Borneo Maru	Jap.	O. S. K.
Jan. 31	—	London	Tajima Maru	Jap.	N. Y. K.
Feb. 1	—	Marseilles	Porthos	Fr.	M.M.
Feb. 3	—	London, etc.	Mishima Maru	Jap.	N. Y. K.
Feb. 10	—	London	Teiresias	Br.	B. & S.
Feb. 15	—	Liverpool	Agamemnon	Br.	B. & S.
Feb. 17	—	London, etc.	Nore	Br.	P. & O.S.N. Co.
Feb. 22	—	London, etc.	Celebes Maru	Jap.	O. S. K.
Feb. —	—	Marseilles	Luzon Maru	Jap.	O. S. K.
Feb. —	—	London	Glenavy	Br.	Glen Line
Mar. 3	—	London, etc.	Novara	Br.	P. & O.S.N. Co.
Mar. 3	—	London, etc.	Glenlffer	Br.	Glen Line
Mar. —	—	London, etc.	Alps Maru	Jap.	O. S. K.
Mar. —	—	Marseilles	Andre Lebon	Fr.	M.M.

FOR SOUTHERN PORTS

Jan. 19	noon	S'tow, H'kong & C'ton	Taisang	Br.	J. M. & Co.
Jan. 20	1.00	S'tow, H'kong & C'ton	Sinkiang	Br.	B. & S.
Jan. 20	4.00	Ningpo	Hsin Peking	Br.	B. & S.
Jan. 20	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
Jan. 21	—	Foochow	Haean	Chi.	C.M.S.N. Co.
Jan. 21	—	Hongkong and Canton	Kwanglee	Chi.	C.M.S.N. Co.
Jan. 21	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Jan. 22	—	Hongkong and Manila	China	Am.	C.M.S.S. Co.
Jan. 23	—	F'chow, K'lung & Takao	Kohoku Maru	Jap.	O. S. K.
Jan. 23	D.L.	Amoy, H'kong & C'ton	Suiyang	Br.	B. & S.
Jan. 26	D.L.	Swatow & Hongkong	Singan	Br.	B. & S.
Jan. 30	D.L.	Amoy, H'kong & C'ton	Sunning	Br.	B. & S.

FOR NORTHERN PORTS

Jan. 21	1.30	Dairen	Sakaki Maru	Jap.	S. M. R.
Jan. 24	4.00	Vladivostock	Penza	Rus.	R.V.F.
Jan. 24	6.00*	Tsingtao and Dairen	Kobe Maru	Jap.	S. M. R.
Jan. 26	—	Tsingtao and Dairen	Suma Maru	Jap.	O. S. K.

FOR RIVER PORTS

Jan. 19	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Jan. 20	1.00	Wuhu	Kweilin	Br.	B. & S.
Jan. 20	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Jan. 20	M.N.	Hankow, etc.	Tachang Maru	Jap.	N. K. K.
Jan. 20	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Jan. 21	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Jan. 21	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
Jan. 21	M.N.	Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
Jan. 22	M.N.	Hankow, etc.	Nanyang Maru	Jap.	N. K. K.
Jan. 22	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Jan. 23	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Jan. 24	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Jan. 24	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Jan. 25	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Jan. 28	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Jan. 29	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Jan. 31	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
Jan. 18	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Jan. 18	—	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Jan. 18	—	Hongkong	Sinkiang	Br.	B. & S.
Jan. 18	—	Hankow	Tseangtah	Chi.	I. & E. L. C
Jan. 18	—	Hankow	Tehhsing	Br.	H.O. S.S. Co
Jan. 18	—	Hankow	Kutwo	Br.	J.M. & Co.
Jan. 18	—	Japan	Kokura Maru	Jap.	N. Y. K.
Jan. 18	—	Japan	Tamba Maru	Jap.	N. Y. K.
Jan. 18	—	Japan	Fumi Maru		

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain Wm. McIlwain, will leave on **Sunday**, night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,664 Captain Gibb, will leave on **Monday, January 20**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Monday, January 20**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Str. **Kiangwah**, Captain J. M. Arthur, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,770, Capt. Campbell, will leave on **Tuesday, January 21**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Tafoo Maru**, Captain S. Hosakawa, will be despatched from the N.K.K. Pootung Wharf on **Tuesday, January 21**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Tuesday, January 21**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Nanyang Maru**, Captain S. Takesita, will be despatched from N.Y.K. Mail Wharf on **Wednesday, January 22**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, January 22**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Thursday, January 23**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Captain Findeison, will leave on **Friday, January 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Friday, January 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, January 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Wednesday, January 29**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

For Southern Ports

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang**, Captain G. W. Eedy, will leave from the French Bund on **Monday, January 20**, at 1 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott, R.N.R., will leave from the French Bund on **Monday, January 20**, at 4:30 p.m. For Freight or Pasage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Telephone No. 401.

FOOCHOW.—The Str. **Hacan**, Captain F. H. Wallace, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The Str. **Kwanglee**, Capt. A. P. Sangster, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **January 23**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, January 23**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Singan**, Captain W. McDonald, will leave on **Sunday, January 26**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sunning**, Captain W. L. Jones, will leave from the French Bund direct for the above ports on **Thursday, January 30**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

DAIREN and TSINGTAO.—The Str. **Suma Maru**, Capt. N. Iwamatsu, will be despatched from the Co.'s Y'tszepoo Wharf on **Sunday, Jan. 26**, at —— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. Central 4234 & 4235.

For Foreign Ports

LONDON.—The Steamer **Borneo Maru**, Captain Y. Ishikawa, will be despatched from the Co.'s No. 9 Buoy Wharf on **Friday, Jan. 31**, at- For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON.—The Steamer **Celebes Maru**, Captain T. Nemoto, will be despatched from the Co.'s No. 9 Buoy Wharf on **Saturady, Feb. 22**, at For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

MARSEILLES.—The Str. **Luzon Maru**, Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of **Feb.** at —— For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TAKOMA and SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamamoto, will be despatched on **Sunday, March 2.** Through Bills of Lading are granted to ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment, to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. **Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.**—Sailing from the French Bund at midnight (except **Chungking** which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc.; but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. **Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77, Agents, 21-23 French Bund.
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"
Trans-Pacific Service
BY the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	Jan. 18	S.S. Colombia	Feb. 8
S.S. Ecuador	Feb. 1	S.S. Venezuela	Mar. 28

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" .....16,000 tons "SANTA CRUZ" ..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cobu and Honolulu	
S.S. Santa Cruz	Jan. —	S.S. Santa Cruz	Mar. —
S.S. Colusa	Mar. 12	S.S. Colusa	May 1

Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056, Cable Addres "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

		arr.	leave
FOR LONDON (Via Hongkong, Singapore and Port Said)			
BORNEO MARU.	(16,000 tons) Capt. Y. Ishikawa,	Jan. 30	Jan. 31
ANDES MARU	(15,000 tons) Capt. K. Saito,	—	Feb.
CELEBES MARU	(12,000 tons) Capt. J. Nemoto,	Feb. 20	Feb. 22
ALPS MARU	(15,000 tons) Capt. T. Yamaguchi,	—	Mar.
FOR MARSEILLES, (Via Hongkong and Singapore).			
LUZON MARU	(8,000 tons) Capt. D. Imaizumi,	end of Feb.	
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver via Nagasaki, Kobe, and Yokohama).			
In connection with the Chicago, Milwaukee and St. Paul Ry.			
		arr.	leave.
AFRICA MARU	(18,000 tons) Capt. H. Yamamoto,	Mar. 1	Mar. 2
FOR HONGKONG			
MEXICO MARU	(12,000 tons) Capt. K. Komiga,	Mar. 4	Mar. 5
FOR NORTH CHINA PORTS (Tsingtao and Dairen).			
SUMA MARU	(3,200 tons) Capt. N. Iwamatsu,	Jan. 24	Jan. 26
FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).			
KOHOKU MARU.	(5,000 tons) Capt. M. Tsubaki,	Jan. 20	Jan. 22

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

No accommodation for passage.

For freight, passage and further information, please apply to.—

H. SHIMAMURA, Manager. OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: "SHOSEN, SHANGHAI

CANADIAN PACIFIC

OCEAN SERVICES LIMITED
PACIFIC SERVICE

QUICKEST TIME ACROSS THE PACIFIC

NOTICE

EMPRESS OF RUSSIA
EMPRESS OF ASIA
RESUME MONTHLY SERVICE
Hongkong—Shanghai—Japan Ports
To Vancouver

First Sailing Empress of Russia about Feb. 22nd and Every Four Weeks thereafter

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD.
At daily rates of exchange. Can be cashed in any city in America.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T. K. K.

SHANGHAI BRANCE OFFICE
TOYO KISEN KAISHA
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SIBERIA MARU	For San Francisco	January 30
TENYO MARU	For San Francisco	February 11
SHINYO MARU	For San Francisco	March 8

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings
'Phone, Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	FEB.	9th
S.S. "NANKING"	MARCH	30th

*S.S. "Nanking" does not call at Nagasaki,

FOR HONGKONG VIA MANILA

S.S. "CHINA"	JAN.	22nd
S.S. "NANKING"	MARCH	11th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

	Tons			
MISHIMA MARU	16,000	Capt.	S. Murazumi,	Feb. 3
TAMBA MARU	12,500	Capt.	S. Shioya,	Jan. 20

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt.	I. Noma,	Feb. 2
FUSHIMA MARU	21,000	Capt.	T. Irisawa,	March 31

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KOKURA MARU	4,500	Capt.	S. Ito,	Jan. 21
YAMASHIRO MARU	7,000	Capt.	Y. Nakajima,	Jan. 28
SANTO MARU	5,000	Capt.	K. Shibuga,	Jan. 31

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt.	R. Ozaki,	Jan. 22
KUMANO MARU	9,500	Capt.	S. Saito,	Jan. 25
TAKESHIMA MARU	4,500	Capt.	R. Arakida,	Jan. 29
YAWATA MARU	7,000	Capt.	R. Arakida,	Feb. 1

KOBE TO SEATTLE

ATSUTA MARU	16,000	Capt.	K. Inatsu,	Feb. 4

FOR JAPAN

SADO MARU	12,500	Capt.	J. Hori,	Jan. 20

FOR HONGKONG

KATORI MARU	19,000	Capt.	I. Noma,	June 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt.	J. Irisawa,	Mar. 2

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	———	Jan. 22
KAMAKURA MARU	12,500	———	Feb. 19
TANGO MARU	14,000	———	Mar. 26

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

November 20th, 1918, and until further notice

Express 5.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
1645	300	0	dep. Peking arr.	2230	1950	1020
1925	635	. .	arr. Tientsin-Central dep.	1935	1700	720
1931	640	84	dep. Tientsin-Central arr.	1930	1653	710
1940	650	. .	arr. Tientsin-East dep.	1920	1645	700
..	2340	524	arr. Mukden dep.	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
715	2115	—	0	dep. Tientsin-East arr.	—		624	1612
725	2125	—	2.71	arr. Tientsin-Central dep.	—		615	1602
745	2145	—		dep. Tientsin-Central arr.	—		600	1547
1133	134	—	78	dep. Tsangchow dep.	—		139	1221
1437	449	—	143	dep. Tochow dep.	—		2137	926
1601	702	—	—	arr. Tsinanfu dep.	—		1746	640
7.	:	—	220	:	—		:	8.
800	815	—	—	dep. Tsinanfu arr.	—		1726	1812
1039	1051	—	266	dep. Taianfu dep.	—		1453	1542
1300	1318	—		arr. Yanchowfu dep.	—		1152	1311
1315	1335	—	318	dep. Yanchowfu arr.	—		1143	1256
1554	1637	—	377	dep. Lincheng dep.	—		846	1032
1816	1835	—	—	arr. Hsuchowfu dep.	—		620	810
9.	:	—	420	:	—		:	10.
830	1855	—	—	dep. Hsuchowfu arr.	—		545	2007
1156	2325	—	523	arr. Pengpu dep.	—		030	1442
1208	2345	—		dep. Pengpu arr.	—		020	1432
1657	412	—	600	dep. Chuchow dep.	—		2013	928
1848	600	—	681	arr. Pukow dep.	—		1830	728

Fast 6.				Shanghai-Nanking Line				Fast 5.
720		. .	0	dep. Nanking-Ferry arr.	. .			1626
1430		. .	193	arr. Shanghai-North dep.	. .			910

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line						
350	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800 d. Lincheng a.	810	1410	2100
1032	1456	2233	a. Tsiningchow d.	528	1125	1858	638	1219	1908 a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, November, 1918.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$630 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$405 B.
North China	Tls. 120 B.
Union of Canton	$850
Yangtsze	$205 B.
Far Eastern Ins. Co., Ltd.	Tls. 26½
Fire Insurances	
China Fire	$158 B.
Hongkong Fire	$340 B.
Shipping	
Indo-China Def	$156
Indo-China Pref.	
"Shell"	132/6 B.
Shanghai Tug (o)	Tls. 33
Shanghai Tug (f)	Tls. 37½
Mining	
Kaiping	Tls. 9½ B.
Oriental Cons	21/-
Raub	$2½
Docks	
Hongkong Dock	$157 B.
Shanghai Dock	Tls. 134
New Eng. Works	Tls. 24½
Wharves	
Shanghai Wharf	Tls. 85
Hongkong Wharf	$110½ B.
Lands and Hotels	
Anglo-French Land	Tls. 80
China Land	Tls. 50
Shanghai Land	Tls. 69 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$15 B.
China Realty (ord.)	Tls. 60
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 168
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 122½ B.
Oriental	Tls. 57½ B.
Shanghai Cotton	Tls. 150
Kungyik	Tls. 13¾ B.
Yangtszepoo	Tls. 8.40 B.
Yangtszepoo Pref.	Tls. 90
Industrials	
Butler Tilles	Tls. 25
China Sugar	$100 B.
Green Island	$9 S.
Langkats	Tls. 20¾
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 105 B.
Stores	
Hall and Holtz	$13½ B.
Llewellyn	$30
Lane, Crawford	$95
Moutrie	$32
Watson	$5.85
Weeks	$13
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.40 B.
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 19½ B.
Batu Anam 1918	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.75 B.
Chemor United	Tls. 1 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2½ B.
Dominion	Tls. 5 B.
Gula Kalumpong	Tls. 6½
Java Consolidated	Tl 15
Kamunting	Tls. 3½ B.
Kapala	Tls. 0.30 B.
Kapayang	Tls. 16
Karan	Tls. 10½
Kota Bahroe	Tls. 5 B.
Kroewoek Java	Tls. 16
Padang	Tls. 9½ B.
Pengkalan Durian	Tls. 4½
Permata	Tls. 2½
Repah	Tls. 0.70 B.
Samagaga	Tls. 0.85
Seekee	Tls. 1
Semambu	Tls. 0.85
Senawang	Tls. 7¾ B.
Shanghai Klebang	Tls. 0.50
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 10
Shanghai Pahang	Tls. 1½ S.
Sungala	Tls. 1
Sungei Duri	Tls. 8¾
Sua Manggis	Tls. 3½ B.
S'hai Kalantan	Tls. 0.60
Shanghai Seremban	Tls. 0.50 B.
Talping	Tls. 1 B.
Tanah Merah	Tls. 0.85 B.
Tebong	Tls. 15
Ulobri	Tls. 2½
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I and E. Lumber	Tls. 350 B.
Culty Dairy	Tls. 12
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 68 B.
Shanghai Gas	Tls. 24 B.
Horse Bazaar	Tls. 33
Shanghai Mercury	Tls. 50
Shanghai Telephone	Tls. 76 B.
S'hai Waterworks	Tls. 160 B.

S. Sellers. Sa, Sales. B. Buyers.

Telephone No. Central 398

Benjamin & Potts, 8 Jinkee Road

Mail Notices

MAILS CLOSE

For Japan:

Per N.Y.K. s.s. Kokura M. Jan. 20

Per N.Y.K. s.s. Omi Maru..Jan. 21

For U.S. Canada and Europe:

Per T.K.K. s.s. Siberia M. ..Jan. 30

For Europe, etc.

Per M.M. s.s. Sphinx .....Jan. 25

MAILS DUE

From U. S. and Canada

Per C.M. s.s. China .....Jan. 22

THE CHINA PRESS-MAIL SCHEDULE

SUNDAY, JANUARY 19, 1919

Date and Destination	Per	Ctl.	Br.	USA	Rus.	Jap.	Reg
Today							
Europe via Hongkong	Tamba maru	..	..	..	..	D17.30	17.00
Hongkong and Canton	Tamba maru	17.30	..	..	..	..	17.00
Hongkong, S. Ports, Australia, Straits, C'lon, India & E'pe	Tamba maru	17.30	..	..	..	..	17.00
Swatow, Hongkong & Canton	Taisang	11.00	..	..	..	..	15.30
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Tomorrow							
Japan and America via N'saki	Kokura maru	..	..	..	..	B30.00	19.30
Japan and America	do	20.00	..	..	..	BB	19.30
Japan Ports	do	..	17.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Vladivostock & Siria via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Pekin	..	17.00	..	..	..	..
Hankow	do	..	17.00	..	..	..	..
Weihaiwei and Chefoo	Train	8.00	..	..	..	..	7.30
Fuchow	Haean	21.00	..	..	..	..	21.00
Swatow and Hongkong	Sinkiang	17.00	..	..	..	..	11.30
Hongkong and Canton	Kwangtah	21.00	..	..	..	..	21.00
Tuesday, Jan. 21.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
N'saki, Kobe, Yokohama, Canada, U.S.A. and Europe via Canada or U.S.A.	Omi maru	..	17.00	..	..	..	17.00
Wednesday, Jan. 22.							
Amoy, Hongkong and Canton	Sulyang	21.00	..	..	..	..	21.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Manila direct	China	15.00	..	..	..	..	14.30
Weihaiwei and Chefoo	Fengtien	..	17.00	..	..	..	..
Friday, Jan. 24.							
Nagasaki and Vladivostock	Penza	..	15.00	..	..	..	..
Saturday, Jan. 25.							
Swatow and Hongkong	Siagan	..	17.00	..	..	..	..
H'kong, S.Ports, Arda, Straits Ceylon, India & E'pe v. Suez	†Sphinx	..	KS 30	..	..	..	..

† Ordinary mails will close at the French Post Office at 9 a.m. Registered 5 p.m. on previous day and parcel post 12 noon on January 23.

A Money orders until 1 p.m. and parcel post 12 noon.

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

D Letters and boxes with declared value 5 p.m. Parcel post 12 noon and money orders 3 p.m. on previous day.

E Registered 5 p.m. on previous day.

Ordinary mails for Tientsin Peking, Hankow, etc. will close daily at 8 a.m.; express mails at 8:30 a.m.; registered mails at 8 p.m.

Departures

Date	For	Ship's Name	Flag Agents
Jan. 18	— San Francisco	Venezuela	Am. P.M.S.S. Co.
Jan. 18	— Vancouver	Empress of Japan	Br. C.P.R.
Jan. 18	— Moji, Kobe and Osaka	Yawata Maru	Jap. N. Y. K.
Jan. 18	4.00 Wenchow	Tungwah	Chi. C.M.S.N. Co.
Jan. 18	M.N. Hankow, etc.	Siangyang Maru	Jap. N. K. K.
Jan. 18	M.N. Hankow, etc.	Chungking	Br. B. & S.
Jan. 18	— Ningpo	Kiangteen	Chi. C.M.S.N. Co.

Sailed from Shanghai

For San Francisco

Shinyo Maru .....Dec. 22

Tascalusa .....Jan. 1

Nanking .....Jan. 17

Venezuela .....Jan. 18

For Seattle

Fushimi Maru .....Dec. 21

Kashima Maru .....Jan. 4

For Tacoma

Arabia Maru .....Jan. 16

Javary .....Jan. 16

For Vancouver

Monteagle .....Dec. 29

Bessie Dollar .....Jan. 13

Empress of Japan .....Jan. 18

For London, etc.

Altai Maru .....Dec. 27

Yokohama Maru .....Dec. 28

Toyama Maru .....Jan. 8

For Liverpool

Polyphemus .....Jan. 4

For Marseilles:

Ganges Maru .....Dec. 22

Genzan Maru .....Dec. 28

Adrien Badin .....Jan. 4

Katia .....Jan. 14

For Copenhagen

Australien .....Dec. 25

For Odessa

Shilka .....Jan. 18

For Europe

Seifuku Maru .....Jan. 2

For Bombay

Dilwara .....Jan. 7

For Saigon

Geraldine Wolvin .....Dec. 31

Launch Services

Tuesday, January 21, 1919.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12.30 p.m.

Thursday, January 23, 1919.

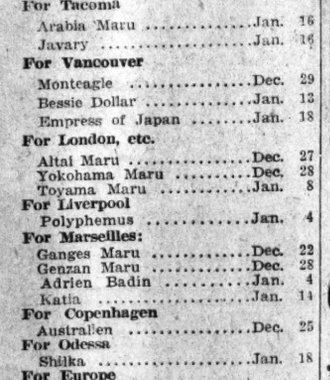
The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

Friday, January 24, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 4 p.m.

Saturday, January 25, 1919.

The tender conveying passengers and mails on board the M.M. s.s. Sphinx will leave the M.M. Jetty (French Bund) at 10 a.m.



Shipping Items

The C.N. s.s. Sulyang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Haean left Hankow for Shanghai on Thursday.

The C.M. s.s. Kweilee left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Omi Maru (Shanghai-Osaka Line) with mails left Moji for Shanghai on Friday and may be expected to arrive today.

The C.N. s.s. Tatung will leave Hankow for Shanghai today.

The I.-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The N.K.K. s.s. Talee Maru will leave Hankow for Shanghai today.

The C.N. s.s. Kaifong will leave Hongkong for Shanghai today.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Sulyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday.

The Blue Funnel s.s. Priam (European Line) left Singapore for Hongkong and Shanghai on Monday.

Hints about Baby

EACH meal for Baby should be freshly prepared and given at a temperature of about 100°F. Use a feeder that can be easily and efficiently cleansed. Never give Baby a "Comforter" which infects the mouth with germs, and spoils its shape.

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Benevolent Fund Ticket

$50,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd April, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 21st January, 1919.

One tenth of each ticket will be sold at $6.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the Hunan Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets $6.00.

LIST OF PRIZES FOR WHOLE TICKETS

1	First Prize		$50,000
1	Second Prize		10,000
1	Third Prize		5,000
2	Fourth Prizes	$2,000 each	4,000
2	Fifth Prizes	1,000 „	2,000
2	Sixth Prizes	500 „	1,000
10	Seventh Prizes	100 „	1,000
20	Eighth Prizes	50 „	1,000
50	Ninth Prizes	40 „	2,000
800	Tenth Prizes	20 „	16,000
2	Each approximate to the First Prize	300 „	600
2	Each approximate to the Second Prize	150 „	300
2	Each approximate to the Third Prize	100 „	200
4	Each approximate to the Fourth Prize	50 „	200
499	For numbers having the two terminal figures similar to those of first Prize	18 „	8,982
499	For numbers having the two terminal figures similar to those of Second Prize	15 „	7,485
499	For numbers having the two terminal figures similar to those of Third Prize	12 „	5,988
998	For numbers having the two terminal figures similar to those of Fourth Prize	10 „	9,980
3,394	drawn tickets	Total	$125,735

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

THE CHINESE BENEVOLENT ASSOCIATION

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

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The Chang Kah Pang Wharves

THE OWNERS of the above Wharves having sold the same to the MITSUBISHI TRADING COMPANY hereby give notice to holders of Wharf Warrants and Landing Accounts covering goods stored at the said Wharves that all such documents are to be handed in to Messrs. Mitsubishi Co.'s Chang Kah Pang Wharf Office at Pootung on or before the 31st day of January, 1919, in exchange for new documents which will be duly issued by the Mitsubishi Co.'s Chang Kah Pang Wharf Office.

The Chang Kah Pang Wharves,
HOPKINS, DUNN & CO., LTD.,
General Managers.
Shanghai, 17th January, 1919.

The Chang Kah Pang Wharves

THE undersigned hereby give notice that they will issue new Wharf Warrants and Landing Accounts to all holders of such documents covering goods stored at the above Wharves issued by the late Owners. All documents must be handed in to Messrs. Mitsubishi Co.'s Chang Kah Pang Wharf Office at Pootung on or before the 31st day of January, 1919.

Mitsubishi Shoji Kaisha, Ltd.
Shanghai Branch.
T. K. GOTOH,
p.p. Manager.
Shanghai, 17th January, 1919.
20893

The International Recreation Club

The Public is hereby notified that tickets for admission for the season ending 1918 have all been cancelled and tickets for 1919 are now obtainable upon application in person to the undersigned.

By order,
Y. S. DAY,
Secretary.

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Our prices for December have been reduced:—

Best House Coal	No. 1	per ton	$26
" " "	" 2	"	24
" " "	" 3	"	22
" Kitchen "	" 1	"	23
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Honan "	" 1	"	29
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Phone: Central 1930.
20909

NOTICE

We understand that a certain party under the name of Edgard H. Bloch has been using our name as his address and stating that he is employed by us. We wish to warn the Public that this party has never been employed by us, nor is he connected with us in any way whatsoever.

ARKELL & DOUGLAS, INC.
38 Canton Road.
20908

Shanghai Race Club

NOTICE

The Annual General Meeting will be held at the Grand Stand at 6 p.m. on Thursday, 30th January, 1919.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

Shanghai Race Club

NOTICE

Voting Members willing to serve either as Stewards or on the Balloting Committee for the ensuing year are requested to send in their names to the undersigned before 5 p.m. on Wednesday, 29th January, 1919.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
20874

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THE NIPPON YUSEN KAISHA,
Tel. No. North 167 Export Department
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ALLIED WAR RELIEF ASSOCIATION OF SHANGHAI

The Organisations affiliated in the above Association have decided to divide the work of supplying warm garments for Siberia (for which work subscriptions will be gratefully received by the Hon. Treas. of the different Organisations) as follows:

Padded garments (new), for adults, Siberian Comforts Fund,
Hon. Treas. H. H. Fox, Esq., C.M.G.,
H.B.M. Consul-General.

Padded garments (worn, Chinese), American Red Cross, Shanghai Chapter,
Hon. Treas. J. J. Keegan, Esq.,
4 The Bund.
(worn garments, in good condition, may be sent to 25 Ave. Edouard VII, Mondays, Tuesdays, Thursdays, Fridays, 10—noon and 2—4 p.m.)

Women's garments (new), Russian Section, A.W.R.A.,
Mme. Grosse, Russian Consulate General.

Children's garments, padded and other (new), B.W.W.A.,
Hon. Treas. Sir H. de Sausmarez,
H.B.M. Supreme Court.

Infants' clothing (new), Italian Women's Work.
Hon. Treas. Monsieur Bena, 63 Szechuen Road and French Croix Rouge,
Hon. Treas. Monsieur Gilis, Municipalite Francaise.

All worn foreign clothing may be sent to the A.R.C., 18B Kiangse Road, or to Mr. H. H. Browett, Siberian Comforts Fund, 22 Yuen Ming Yuen Road.
20891

Thos. and Wm. Smith's
FLEXIBLE STEEL WIRE ROPE
From 1¼" to 3½" Circumference
Newly arrived from Newcastle-on-Tyne
W. Z. ZEE & SONS, BROADWAY

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STEEL FILES and OFFICE FURNITURE
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S-T-A-K-U-P UNITS,
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TO LET, the detached house, 63 Carter Road, containing seven rooms with bathrooms attached, hot and cold water installation, tennis, garage, stables. Apply Lester, Johnson and Morris or on premises.
20865 J.21.

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WANTED, by American export and import firm, experienced stenographer, foreigner preferred. Apply to Box 27, THE CHINA PRESS.
20879 J.21.

MISCELLANEOUS

WANTED to hire, a couple of trained sporting dogs. Apply to Box 29, THE CHINA PRESS.
20887 J.21.

Other Business and Official Notices will be found on Pages 13 and 17

SITUATIONS WANTED

EXPERIENCED lady steno-typist desires position. Apply to Box 20, THE CHINA PRESS.
20855

EDITOR, Far East, practical man, able to take charge of newspaper business. Moderate salary. Apply to Box 14, THE CHINA PRESS.
20863 J.21.

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English and Chinese translations of agreements, letters, legal doctiments, advertisements, articles and ommercial documents and literature undertaken by translator experienced in consulate, syndicate, ournalistic, commercial and official ranslation work. Accuracy ensurd and confidence respected. Please pply care of Chang Nieh-yün, 1 Museum Road or P. D. 159, Haiing Road opposite West End ane.

Amusement Advertising will be found on Page 17

APARTMENTS

WINDSOR HOUSE
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Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table
Telephone North 432.

CONNAUGHT HOUSE
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20895 J.19.

TO LET, French-town, well-furnished bedroom (south) bathroom, with board. Gas fires. Usual terms. Apply to Box 31, THE CHINA PRESS.
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TO LET, in Carter Road, comfortable furnished bedroom with verandah and with large bathroom in private English family. With or without board. Apply to Box 36, THE CHINA PRESS.
20901 J.22.

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20910 J.19.

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20910 J.19.

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20876

ROOM and Board. Quiet street. Good cooking closely supervised. Apply to Box 12, THE CHINA PRESS.
20833 J.25.

HOUSES TO LET

TO LET, beautifully furnished, detached house in French-town; garage and spacious lawn; four or six months from March 1st. Rent Tls. 150. Apply to Box 33, THE CHINA PRESS.
20898 J.25.

TO LET, a well-furnished house in MacGregor Road, for five or six months, from March 29th. Moderate rental. Good Garden. Apply to Box 28, THE CHINA PRESS.
20885 J.19.

SIX-roomed, furnished house to let for summer months. Telephone, close to trams, Bubbling Well, Tls. 85. Apply to Box 17, THE CHINA PRESS.
20838

TO LET, modern, nicely furnished, detached, seven-roomed residence; Western district, with tennis court, garage and stabling. Would sell new furniture (used seven months) at reasonable price. Apply 20 Yates Road.
20868 J.22

TO LET, 101 Avenue Road; detached foreign residence, nine rooms, garden, etc. Tls. 150 per month. Apply to China Realty Co., Ltd., 27 Nanking Road.
20860

TO LET, 11 Tifeng Road (at Yu Yuen Road), very modern, six-roomed residence with attics, tennis court, garage, stabling. Rent Taels 110. Open for inspection. J. T. Hammond, 51 Szechuen Road.
20846

APARTMENTS WANTED

WANTED, furnished room with board in French private family. Near trams. Apply to Box 39, THE CHINA PRESS.
20911 J.19.

Exchange and Mart

FOR SALE, Lady's dark-blue, wool velour coat with nutria fur collar. Medium size. Just received from Bonwit Teller, New York. Owner returning home. Price $60. Apply to Box 32, THE CHINA PRESS.
20897 J.19.

WANTED a gentle horse, suitable for carriage and riding. Apply to Box 34, THE CHINA PRESS.
20899 J.24.

FOR SALE, French language machine, together with 32 records and five books of instruction. A bargain for students of French. Also, one half-plate camera, symmetrical lens, and nine books form slides and stand, all in good condition. Apply to Box 35, THE CHINA PRESS.
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FOR SALE, a light six-cylinder touring car, just been painted and overhauled, very economical. For further particulars, please apply to The Shanghai Horse Bazaar and Motor Co., Ltd., Garage Phone West 1213 and 1202.
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20861 J.25.

FOR SALE, for Tls. 13,500 cash, rent Tls. 8,000 per annum, nine nearly new foreign residences, six rooms each, with all modern conveniences, on Avenue Joffre. Balance can remain on mortgage, owner is forced to sell. Apply J. T. Hammond, 51 Szechuen Road.
20637

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Lift yourself above the common, job-seeking class. Secure *special* training in your *spare time*. Learn to do **one thing** better than the average man and the world will **demand** your services.

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—Good English	—Concrete		

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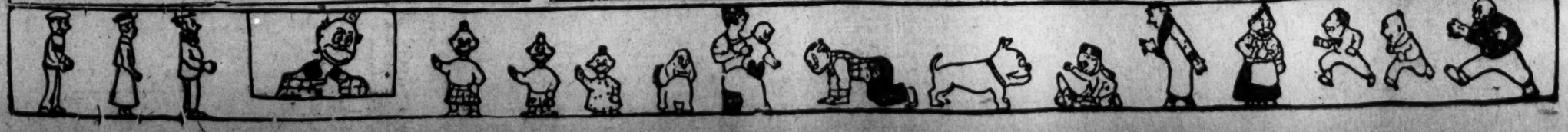
11C NANKING ROAD, SHANGHAI.
Write address HERE

Magazine and Automobile Section of
THE CHINA PRESS
Sunday, January 19, 1919

Bringing Up Father

MAGGIE-IS THERE ANY CHANCE OF ME GITTIN' FIFTY DOLLARS?! WANNA GO TO FLAHERTY'S MASQUERADE BALL TONIGHT-
JUST ABOUT AS MUCH CHANCE AS THE KAISER HAS OF WINNING THE WAR-GO TO BED-
1

WHAT DO YOU WANT AT THIS HOUR OF THE NIGHT?
PAWN SHOP
CLOTHES BOUGHT AND SOLD
I WANNA GIT A MASQUERADE COSTUME AN' ABOUT FIFTY DOLLAR FER THIS JUNK ON ME BACK:
12

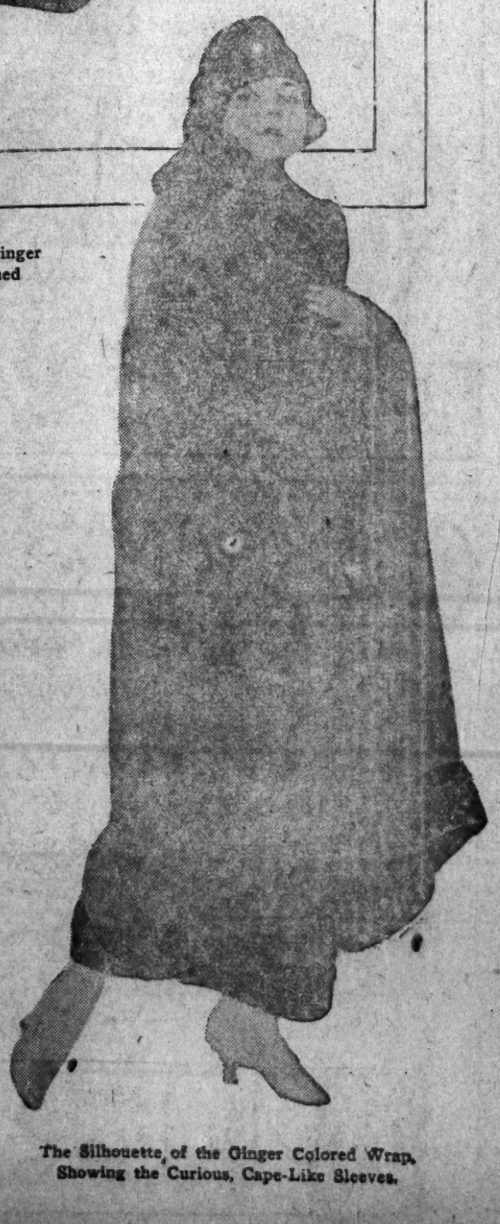


In and Out Cloaks

By Lady Duff-Gordon

A Flower-Like Wrap That Seems to Exude the Fragrance of June on a December Night.

An All-in-All Cloak of Ginger Colored Velour Trimmed with Moleskin.



The Silhouette of the Ginger Colored Wrap, Showing the Curious, Cape-Like Sleeves.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon (*"Lucile"*)

THIS is a time in the procession of the twelve months when wraps particularly engage the attention of woman.

Wraps to wear indoors, wraps to wear outdoors, wraps of different colors, wraps of different materials, light weight wraps, heavy ones—all demand her attention.

On this page I show you what might be termed antipodean wraps. One is suitable for enwrapping the debutante, who steps from her car, walks on a strip of bright colored carpet, beneath a sheltering awning, and into the warm, scented rooms to a dance or dinner. The other is an all-enveloping wrap, adapted to any occasion when warmth is needed, but especially designed for comfort.

The first is of flower-like beauty. The second has the sturdy quality of the pine—strength, durability, the beauty that inheres in substantial character.

Taupe silk, interwoven with stripes of grayish rose and green, is the color feast provided by the strictly evening cloak. The wrap is so designed that the stripes extend horizontally. From the bust line and around the back is arranged a double line of shirring of silk of old turquoise shade. The collar is a narrow border of sable. A flower-like wrap that seems to exude the fragrance of a June garden into a December night.

Two views are also shown of an all-in-all wrap. Of wool velour, it is of the color of fresh ginger, that warm brown that for its luxurious warmth is enjoying especial popularity this Winter. Cut to resemble a wide, full cape, it has convenient, full sleeves. The straight, wide collar and cuffs and skirt border of the cape are of brown mole. The cap is made of cloth and fur. The ornament on the cap is of peacock and silver.

These and other exhibits of present taste indicate a marked inclination toward cape effects. The season shows fewer straight line wraps and more draped and cape-like ones than I have seen for a score of years. For the most part the wraps are big and warm looking. The wearer's form looks as though it were enveloped in cold-banishing folds upon folds. The scantness apparent in the making of gowns does not reveal itself in wraps. Fur is conspicuous on cloaks. It is seen in borders, in belts or half belts, in wide, straight collars and cuffs. The disposition to widen the collar line on gowns has a correspondence in coats and capes.

The season is one of combinations of cloth and fur, rather than of velvet. Expense is one reason for this, doubtless, for velvets reached a soaring price at the beginning of the Autumn. But it can be accounted for also on the basis of occasional shifting of taste to the substantial fabrics.

Tulle Hat Surprise Of The Season

New York, December 8.—After all it is the unexpected and unusual little thing which seems to set the final seal of success on one's appearance. Smartly dressed women realise this and often gain their reputation for being smartly dressed by the addition of something original and pleasing—and perhaps also a bit more daring than the more conservative choose.

Nothing is more unexpected at this time than the vogue of the tulle hat, for instance. Just when most of us are reaching out after fur toques and bonnets to match our heavy winter togs, the very newest, most up to date creation of millinery appears to be the tulle hat. It has taken on surprising shapes also, as for instance a curious, upstanding brown tulle bonnet with a crown like a Cossack's cap. Around the brim flares a band of tulle which ends is a flat smart bow directly over the face.

Novel Feather Trimmings

As yet it is only the brown tulle hat which seems to be favored. This suggests conquetry, for long ago French women decreed that the very perfection of artistic effect was produced by a hat of so nearly the exact shade of the hair that one could hardly tell where hat left off and hair began so clearly and softly did the two mingle. Of course the brown shades of tulle permit this perfect harmony, as brown hair is easily matched.

Along with the tulle hat come some new feather trimmings—feathers trained and curled into all sorts of designs, rosettes and cockades. A certain wide brimmed hat of leaf brown tulle which I have much admired has its crown entirely covered with feather leaves laid on quite flat and overlapping so that nothing of the hat underneath is visible. The hem is wide and flaring, and is made of several layers of tulle placed one above the other.

Another hat of the same sort, also of brown tulle, has the same wide and flaring brim of several thicknesses of tulle, and at intervals narrow bands of the feathers appear. The only trimming is a very wide flat butterfly bow tied just in front. This hat has the thinnest of crowns through which the hair shows prettily. Of course these frail and delicate chapeaux are intended only for the most elaborate and dressy occasions such as matinees, afternoon teas and restaurant wear.

A variation of the tulle draped toque of the summer has appeared in a smart model of moleskin and taupe-colored silk net. The fur and the net are cunningly draped together to form the close fitting hat. From the back the net falls away into a long veil, which ends in a deep band of the moleskin finished with a button and catch to fasten at the back, thus presenting the appearance of a fur collar.

By the way, some young girls created a mild ripple of interest at a smart hotel at the tea hour the other afternoon when it was observed that one wore with a pencil slim blue tricolette frock a very small and close fitting blue toque. Over it, pointed over the brow like a Russian headpiece, was flung a blue georgette veil in a three cornered effect which ended well below the hips in a gold tassel. Another of the party wore a soft gray velvet one piece frock with the smart cutaway mandarin coat opening over a blue and silver brocaded vest. With this very smart dress was worn a flaring thin hat of gray tulle.

Nothing is more interesting than the curious pendants and necklaces which are introduced to brighten up the rather somber frocks of the moment. Celluloid, brilliantly colored and showing combinations of all sorts of hues, is fashionable. Celluloid chains ornamented with huge plaques and lockets cascade down the front of frocks to give an effective bit of color. Of course really valuable jewelry also is worn, but as most women like fads of this sort the celluloid chain and pendant is the thing of the hour. Perhaps its vogue is due to its radiant colors, and certainly they are lovely.

Muffs Are Very Small

The newest muffs are as small as a child's, this characteristic being due. I dare say—and necessarily—to the enormous fur cuffs appearing on many coats and dresses. The little muffs are not always made entirely of fur, but sometimes chiffon or velvet is combined with the pelts. Often a mere fur strip is banded with frills of the other material forming the ends.

Along with this sort of muff some smart neck pieces are being shown, made also of fur and the other fabric. A favored model seems to be a capelike collar fastening at one side, and finished with satin bows ending in a fur ball or pompon to tie the two sides together.

Not all of the lovely new things, by any means, are intended for street wear; some are destined for one's intimate moments of ease and relaxation. There is, for example, a delightful dressing sack of white crepe de chine, thickly embroidered with small pink butterflies and finished along the front sides with a folded hem of pink quilted crepe de chine. The sleeves are loose and very comfortable and are also finished with deep cuffs of the quilted crepe de chine.

The taffeta breakfast coats are extremely novel and attractive. They have a very long waist line, below which the skirt is set in with enough fulness to make it flare prettily. The collars fall away from the throat just enough to be becoming and look well, and the sleeves are three-quarters long. No trimming whatever is used unless one calls cording and tucks of the material trimming. There are no floating draperies, but the colors are always beautiful—paprika, sky blue, mauve, maize and Copenhagen.

Missionaries Back Korean Movement

Such Is The Opinion Brought Back From America By Professor Nakajima

Tokio, January 7.—Referring to the reported agitation by Koreans in America, the following interview with Dr. Tamakichi Nakajima, professor at the Imperial University, who has just returned from America, published in the Nichi Nichi, will be read with some interest:

"It was toward the close of November that I heard of an agitation by Koreans in America regarding the independence of Korea. Since the declaration by President Wilson of his proposals as to a League of Nations and the self-determination by races, the movement for independence among the different races in America has become very active and widespread. Especially the Poles and Irish have been carrying on the agitation with great energy and earnestness.

"The Koreans in America also seem to have started a similar movement in co-operation with their compatriots in Korea, with their headquarters in San Francisco. They presented a petition to President Wilson in November and it is said to be now in the hands of the diplomatic committee of Congress. There can be little doubt that American missionaries are behind the independence movement of the Koreans."

Nanyo Maru Is Sunk With All On Board

Steamer Foundered In Snowstorm In Tsugaru Strait—Wreck Unapproachable

Tokio, January 7.—The steamer, which grounded and sunk in the Tsugaru Strait in a snowstorm on New Year's Day, has been identified to be the Nanyo Maru, 3,038 tons, owned by Sakai Shokai, Dairen. It appears that the steamer, with a full cargo of timber, cereals, and other goods on board, left Otaru for Marseilles on New Year's Eve when she was overtaken by a severe snowstorm the following night in the Tsugaru Strait. While trying to make for Hakodate for shelter the vessel ran ashore and was finally wrecked.

People cannot still approach the wreck owing to the heavy seas running but it is believed that all hands have perished.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to the desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outercuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

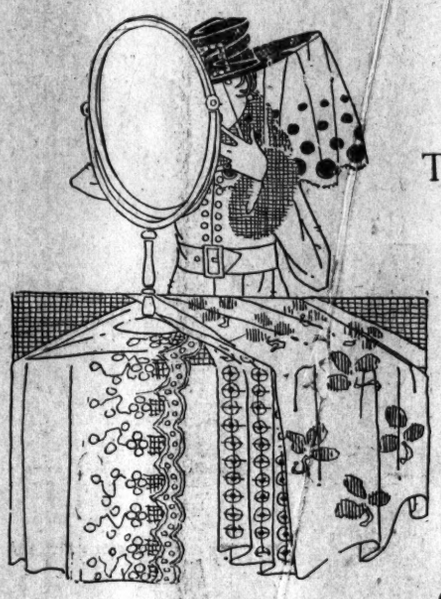
Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeard to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artificial color has it deepens slightly in a warm almosphere, and thus appears absolutely natural.



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Victory Gowns In All Their Glory In Vogue Again

By Martha Goode Anderson

New York, December 8.—Now that we recognise the beauty and gaiety of the clothes which are being displayed since the armistice came, we realise better how sincerely we have missed the beautiful apparel women adored and indulged in before the sad, gray war times and which all have so bravely foregone. The shops are filled with victory clothes—elaborate costumes, luxurious wraps, exquisite colors, such as we have not seen in years. They may be summed up in one word—lovely.

Everywhere one goes, restaurants, theaters, the opera, one sees a return to the sort of grade toilette which disappeared after Good Friday two years ago. Women dress now with the enthusiasm always resulting in success; it is as if every woman had made up her mind to express in her raiment something of the joy in her heart and was determined not only to admire her sister's appearance, but also to be admired.

Evening Gowns Here Again

We have seen a sort of compromise dress in recent times which has served as an all day frock, being put on in the early morning hours for work or business and appearing for whatever gaiety the evening brought. Now the evening gown is here again.

Jet leads all other materials and trimmings and bids fair to overdo its welcome by pushing everything else aside. Not for long months had we seen the sheathlike black gown of sequins and beads; of late it shines forth, literally, like a cuirass and holds the attention. Often the best makers cleverly combine shining sequins with softening tulle or velvet, the result being a very happy one indeed.

This sort of evening dress I find developed in black velvet, of which the rather tight and very long skirt is made. The originality of the design is expressed in the bodice, which presents the two neck lines now a feature of the newest creations. This particular bodice is sleeveless and a wide ceinture of gold tissue placed just at the waist line. Above this a wide belt of flame colored velvet ribbon goes to be tied in a flat bow at the back and falls quite to the bottom of the skirt like a sash. Over the entire bodice, back and front, falls string after string of the smallest jet beads, so that the colored sashes appear underneath these threads of black. The effect is lovely and distinctly unusual.

Double Neck Line Is New

As to the new double neck line, it is made by arranging the underlining of a frock in a sort of tucker or chemisette effect and then placing the outer and thinner fabric above it in the desired line. The square neck seems to be much favored, though of course one is permitted to select any cut desired.

The gayest afternoon frock I have seen reflects the quaint old fashions of Godey's Lady's Book of long, long ago. It is made of sky blue taffeta and black velvet. The skirt has the wide, shirred fulness of the '60s, except that it is caught up at one side to give it a 1918 look. No trimming breaks the long, sweeping line of the taffeta. The tight black velvet basque has a point back and front at the waist line.

The sleeves are tight to the elbow, where they break into two long tabs of black velvet with a strip of the blue taffeta to trim them. With this pleasing dress is worn a flat black velvet hat with a drooping blue ostrich feather sweeping down the back. A tiny round muff of seal goes with it, and to give the real old fashioned note white kid gloves stop just at the wrist under a fall of lace.

Spanish Cape Effects

Another old fashioned garment recently brought out is a very full wide Spanish cape, or dolman, of black faille, silk trimmed with row after row of narrow black velvet ribbons placed around and around the full skirt. The lining is of ruby colored satin of heavy texture, and down the front are arranged very wide folds of the satin edged at the bottom with a silk fringe. The cape is worn carelessly over the shoulders so that it appears to be somewhat longer at one side than the other.

Still another handsome cape I have much admired shows also the dolman like fancy of long ago. It is made of rose colored velvet with snug fitting shoulders drawn into a yoke outlined with very beautiful jet and bead flowers skilfully combined in a garland. A cluster of pink ostrich tips ornaments one side of the yoke at the back and except for this unusual ornamentation the straight, graceful lines are unbroken.

Feathers trim many of the new things, appearing in all sorts of odd and unusual arrangements and combinations of colors. Thus a well known actress appeared at a fashionable restaurant on the night of the real peace celebration wearing a jeweled bandeau, from which rose three feathers, red, white and blue, resembling what we have always called the Prince of Wales effect.

Of Velvet And Fur

As regards luxury and comfort nothing can exceed the velvet and fur gowns. Moleskin combines so happily with all fabrics that it has been lavishly used on a gown of taupe velvet, with the long narrow skirt from France, lifted just a bit to drape over a band two inches wide of the moleskin. The bodice of this elaborate frock is formed of stripes of moleskin slashed through with bands of taupe chiffon. Of course the accompanying hat is made of the fur and the chiffon.

We had a return of the rippled basque. This new development fits the figure snugly and ripples away into innumerable little folds and frills around the hips. One dressy velvet coat suit presents this basque in wine red with a trimming of brown sable introduced along the edge of the frills and banding the bottom of the skirt. At any rate, fur, fur, and then more fur, seems to be used as trimming until one wonders how a human figure can support the weight of these handsome things.

A delightful combination which suggests the elaborate winter garments of Russia in its barbaric splendor is made of a rich velvet, brown brocaded with silver and gold, which forms a blouse reaching well below the hips and is edged with gray fox. A jeweled belt holds this splendid blouse in at the waist line, and long ends of gold, thickly encrusted with jewels, hang down the front from the clasp. The skirt is of brown velvet, and trailing sleeves of chiffon, banded with fur and looped with enough of the brocade to present some color, complete such a gown as the most royal of princesses would accept for a winter's day.

FEAR ERUPTION OF VOLCANIC ISLAND

Inhabitants Of Kagoshima Panic-Stricken By Appearance Of Menace

Unusual meteorological phenomena are reported from Kagoshima says The Japan Chronicle. The weather there has been very warm lately with much rain and with thunder from time to time. On the morning of January 8 large shoals of fish came near the beach and fishermen got very heavy hauls. On January 2 a column of black smoke was observed over Mount Kirishima, and on the morning of January 8 much smoke was seen belching forth from Sakurjima, the volcanic island in the bay of Kagoshima which, it will be remembered, burst into eruption in January, 1914, doing much havoc in the neighborhood of Kagoshima. It is said that the present symptoms resemble those which preceded the eruption of five years ago, and the inhabitants of the island are said to be panic-stricken.

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Only Best Quality Goods are offered. No soiled stock, but all the latest and best materials procurable. We also have a large stock of

EMBROIDERED ARTICLES

The Leading Silk Emporium in the Orient

P.128 Nanking Road Founded in 1857

Every day your

complexion pays toll to wind and dirt

BUT BY USING THIS CREAM YOU CAN KEEP IT RADIANTLY LOVELY

The rough, cold winds chap and roughen the skin; dry heated air draws and parches it. The constant strain under which we live—the ceaseless activity of crowded days, the constant effort, the lack of rest—all these things take daily toll of the complexion.

You *can* protect your complexion from the wear and tear of winter—can prevent that tired, drawn look from appearing in your face, by giving your skin the care it needs.

Every normal skin needs a greaseless cream to refresh, soften and keep it elastic.

Learn what Vanishing Cream does for your skin—something that no *cold* Cream can do.

When you dress rub a little Pond's Vanishing Cream lightly over your neck before powdering. See how gladly the pores absorb it—your complexion becomes soft, healthfully rosy and refreshed. The cream completely disappears, leaving the skin soft, smooth and free from any "shiny" look.

Use Pond's Vanishing Cream any time during the day to *keep* your skin soft, clear and youthful-looking. This fragrant, dewy cream contains a skin-softening ingredient of great value—one that skin specialists recognise as most efficient in keeping the skin supple and elastic, for giving it the transparent freshness everyone admires.

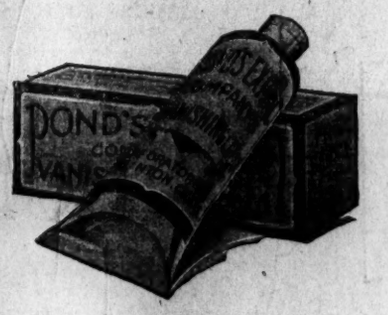
Apply a little Pond's Vanishing Cream when you motor or travel. Rub it in lightly. This will protect the sensitive pores from the grit and grime of travel, will keep your skin free from that parched feeling that generally follows exposure to dust and dirt.

You can replace what fatigue and cold winds take from your complexion—one application of Pond's Vanishing Cream makes your skin noticeably lovely.

Use Pond's Vanishing Cream whenever you want your skin to look its loveliest After washing, and while dressing, apply some Vanishing Cream. It is instantly absorbed by the skin and cannot reappear to make the face shiny. It will not stain gloves, veil or clothing. It makes such an excellent base for powder that one powdering is sufficient for a whole evening. Notice how wonderfully refreshed it keeps your skin looking—how it takes on the safely transparent, natural coloring that every woman longs for.

Wonderful also for chapped skin Pond's Vanishing Cream has an immediate effect on chapped skin. If your skin is roughened and reddened, get a jar and try it, now. The very first time you use it you will find relief. To *keep* your skin from chapping, to protect it from the raw winds which dry it out and roughen it, use Pond's Vanishing Cream. Compare the soft, fresh condition in which it keeps your skin with the drawn, dry feeling that generally follows exposure to the wintry weather.

People with oily skins should use only Vanishing Cream The famous skin specialist, William Allen Pusey, A.M., M.D., says that persons with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is coarse-pored and too oily, Pond's Vanishing Cream is just what you should use. Having no oil in it, it can add none to your skin. It vanishes the moment you apply it—does not fill up the already distended pores. Used regularly, Pond's Vanishing Cream will improve the skin—make it finer in texture—more beautiful.



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AUTOMOBILES

SHANGHAI, SUNDAY, JANUARY 19, 1919

GREATEST BUSINESS ERA IN SIGHT, IS PREDICTION

Goodyear Tire Co., Head Forecasts Unprecedented Period Of Industrial Activity

F. A. Seiberling, president of the Goodyear Tire and Rubber Company, of Akron, Ohio, whose company has during the past year supplied more than half its product to the government, is of the opinion that as it took America practically two years to get into the war full swing it will take practically as long to get out of it, and states that the shortage of workers in his own plant, occasioned by the entry of 6,500 Goodyear employes into the government service, 55 percent of whom are now in France, offers a production problem requiring close attention.

"We have places for all of our former employes who left to join the colors and for thousands of additional workers in our plant," said Mr. Seiberling, "not only to speed up the production of tires, but in the production of the many other rubber materials that we manufacture. The conditions of employment are simply that the workers measure up to a recognised physical standard and speak English.

"Upon the cancellation of government restrictions on rubber production, promised without unnecessary delay, the Goodyear Tire and Rubber Company will be in a position to apply the labor which for the period of war has been directed to the production of war materials, to civilian needs, and to absorb additional labor as rapidly as it can be marshalled.

"The resumption of business on a peace basis means the launching out into a year's business, easily eclipsing any former achievement of this company. The greatest business era in the history of American industry lies just ahead, and the Goodyear company will come in for its share of this great prosperity, strengthening its already secure place in the rubber industry.

"Passenger car production has not yet reached its peak, and the industry will resume its former proportions as rapidly as government releases on war materials, particularly steel, will permit. And while automobile production is climbing back to former levels, the multiplication of motor trucks will increase tremendously, until in five years from now truck registration will undoubtedly equal automobile registration.

"The tire business will keep pace and will get back to its pre-war position as soon as the automobile business is in full swing, which condition will likely obtain within the next twelve months. In the meantime the energies of our workmen will be required also in the production of many other rubber materials, so badly needed now in domestic use."

Big Gun Tractor Beats The Record

The progress made in the adaptation of tractors for military purposes during the war was demonstrated recently in a record run of a ten-ton artillery "caterpillar" from Peoria, Ill., to Detroit, a distance of 480 miles. It was the longest non-stop run ever recorded for this style of machine.

Although the normal speed of the tractor is three miles per hour, the distance was negotiated in 143½ hours, with an average of approximately 3 1-3 miles per hour. The "caterpillar" was of the type generally in use with the United States artillery overseas, varying from 2½ to 20-ton capacity, the 10-ton tractors being equipped with motors of 55 horse-power. The test was in charge of Lieutenant G. A. Hammon, of the U. S. Ordnance Department.

CAREFUL WITH THE CHAINS

Tire chains improperly or carelessly applied cause considerable injury to the treads of tires. Care must be taken in applying the chains that the rounded side of the links lie on the rubber, with the rough clinched ends of the cross chains toward the road.

EMERGENCY PATCH

Ordinary tire tape may be used to patch inner tubes by running it twice around the tube and overlapping the ends so as to cover the leak. Surgeon's plaster may be used in the same way in an emergency.

Coast To Coast Trip By Two Big Trucks

Unique Run Made First Time In History By Packard And White

There passed through New York on November 10 two five-ton trucks, one a Packard, the other a White, completing a pioneer round trip from coast to coast, the first time such a journey has been made on pneumatic tires. The trucks started from Boston on September 21, carrying airplane tires, which were delivered in San Diego at the flying field there. The trucks are the property of the Goodyear Tire and Rubber Company, of Akron, and naturally the tires they carried and the casings on which they rolled are of Goodyear make.

The trucks had 38x7-inch front and 44x10-inch rear Goodyear Cord pneumatics. There have been transcontinental trips, one way, by other trucks, but never before a round trip made by two vehicles of so large a tonnage on pneumatic tires. The trucks carried a full load, as far as weight was concerned. When loaded they tipped the beam at 18,000 pounds apiece. There were two drivers to each truck, and accommodations were rigged up so that one man might sleep while the other drove.

Going west they went by way of the Lincoln Highway to San Francisco and Los Angeles and then to San Diego. The run west was at speed and made in twenty-one days' total time. The mileage was 3,717 miles to San Francisco. The running time averaged better than fourteen miles an hour and the average for the whole run, counting in the time taken for meals, stops, etc., was seven miles an hour.

Coming back the trucks went into Arizona, where they stopped at the cotton plantation in that state owned by Goodyear. The trucks were loaded with bales of cotton that will be delivered at the mills at Goodyear, Conn., formerly Killingly. The finish of the trip will be at Boston, when the trucks will have completed a run of more than 7,000 miles in less than two months.

The trip proves most effectively that motor trucks, when equipped with pneumatics, can haul goods at speed for long distances. Such a journey at the speed attained, could not have been made with solid tires. Of course, the transcontinental feature will hardly be a commercial possibility for regular runs until the roads are made better. Away from the east, some terrible road conditions were encountered. In spite of such roadways, the tires required comparatively few changes. Altogether there were seven tire changes, chiefly on the rear wheels, because of the nature of the driving on some of the so-called roads. One of the front tires on one of the trucks made the full journey up to New York with the original air.

WANT TO CARRY MAIL

New York, November 25.—Thousands of army aviators called at the Aero Club of America asking for assistance to get into the aviation mail service. As a result of the appeals President Lipsners, who has planned 50 aerial mail lines throughout the United States, stated that it will demand the employment of 1,000 aviators.

Oil Industry Grows Rapidly In Texas

Dallas, Tex., November 30.—Under the spur of war, Texas in the last year has effected a tremendous development in her oil industry. Today there are in operation in this State forty-two refineries, with a capacity of 278,600 barrels daily. They are capable of refining double the amount of oil produced in the Texas field last year. Fields of unsuspected volume have been opened and made to aid in keeping ships and army motors at top speed.

In the coastal region, where ten refineries are in operation, the first unit is nearly completed of a big oil plant on the Houston ship canal. It is intended to have a capacity of 20,000 barrels a day and represent an investment from $8,000,000 to $10,000,000.

$4.00 Per hour $1.00 minimum

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In January, 1917, the first Harroun Motor Car was placed on exhibition. Its many original details of design, its flowing lines and comfortable appointments, soon brought it into public favor. During 1918 no less than 24,000 cars were sold. It is economical in upkeep and running expenses and will give owners

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BAD REPAIRING HASTENS PREMATURE RUIN OF TIRES

Careless Driving Not Only Cause, Says Expert Who Gives Suggestions

Motorists who are tired of being lectured about the harm done to tires by careless driving will be glad to hear the blame for premature tire ruin laid partly on other shoulders.

"While it is true that most of the tire injuries which come to our attention have been caused by careless driving, they have usually been aggravated by bad repairing," says A. J. Peebles, manager of the New York Tire Service, Inc., distributors of United States tires.

"A good repair man is as hard to find as the proverbial snow storm in July. He must know everything about the complex structure of tires; be interested enough to study the particular injured tires brought to him and careful in the work of repairing.

"We have found that former workers in tire factories who have learned all the processes make the best repair men. They know tires as well as the expert who designed them.

"The simplest form of injury is a cut but even this requires careful repairing. First, the cut must be thoroughly washed and trimmed. Unless this is done the sand works into the tire and the friction wears away the rubber and fabric. When the hole has been filled with rubber scraps the tire must be heated so the patch is welded in with the other structure. Otherwise the patch would come out and leave a cavity. Finally, the outside patch must be trimmed so that the tire will run smoothly.

"Repairing the thread is important, not only because it improves the appearance of the tire, but because it makes smooth running possible. Bumping on a tire ruins the inner fabric; the regular and continuous shock breaks and tears even the strongest body.

"When the tire fabric has been seriously injured an entirely new section must be inserted—that is, about eight inches of tire must be rebuilt. The repair man must exercise as much care as the workmen and inspectors in the factory where the tire was made.

"The most important qualification of a repair man is the ability to judge when a tire is so worn that the cost of repairing will not be justified by the additional mileage obtained. Our men reject as beyond repair very few of the tires that come to them."

RUBBER, AFTER ALL, ONLY THING FOR TRUCK TIRES

War Proves Its Value In Comparison To Other Materials

The war has proven conclusively one thing—that truck tires can be made of nothing but rubber. The B. F. Goodrich Rubber Company points out that incalculable efforts have been made to find a satisfactory and cheaper substitute for rubber, but nothing approaching success has been accomplished.

Steel, wood fiber and cotton, each in its turn, have been experimented with, but with no result.

BETTER DAYS ARE HERE

"Conditions on automobile row are becoming brighter every day," says William C. Poertner, President of the Poertner Motor Car Company, Inc. "Since we announced our exhibition of closed models of National and Scripps-Booth cars our salesrooms have been filled with buyers who heretofore have refrained from buying cars because they thought it unpatriotic to purchase a new car in war-time when the old one would answer the purpose.

"A number of the dealers are preparing for big business in 1919 and a great many are displaying closed car types. The National and Scripps-Booth closed cars are an example of what the manufacturers are turning out as the very latest product from the factories. There will not be very many novelties in the 1919 models until later in the year, if then, due to the fact that the makers are busy turning out cars to meet the immediate demands of the public."

MOTOR THIEVES WORK CODE

The police of Cleveland are much perturbed by the discovery of code chalk marks at inconspicuous places on the walls of private garages. The marks resemble to some extent the chicken track codes of tramps, except that they are confined to these small garages.

Disclosure of the system followed the theft of several cars in one block, each of whose garages were thus mysteriously chalked.—Motor thus mysteriously chalked.—*Motor Life.*

Rickenbacher Isn't Engaged

Detroit, November 9.—Captain E. V. Rickenbacker, the leading American ace in France, is not engaged to marry Priscilla Dean, the Los Angeles movie actress. The denial comes from Captain Rickenbacker himself, who has cabled it to H. C. Bradfield, of this city.

A Little Study Will Make Your Battery Your Friena

By H. Clifford Brokaw

What do you know about the electric system on your car? Have you familiarised yourself with it or is it still terra incognito? If the lights grow dim or fail, if the horn fails to honk or when you push the starter pedal nothing happens, do you know just what to do because you know how the pesky thing works? Take heart; you may understand it all by a little patient study.

It is a fact that the electric side of the automobile is the hardest for most persons to understand. There are many good mechanics who can locate troubles and fix anything of a mechanical nature, but who fall down entirely when trouble develops in the electric system. Manufacturers realised this, and until very recently limited their electric equipment to a magneto which was very positive and dependable and had only one wire for each cylinder and one for the switch to stop the sparks when desired. This made a very simple electric outfit, which could hardly scare the veriest novice or the greenest greenhorn. That was in the days of the hand crank.

When it was found that the public demanded some means of cranking the engine besides the "armstrong" and when the superiority of electric over oil lamps became apparent the manufacturer had to add these improvements to the car, and the result was a multiplicity of wires and consequent complication of the electric system.

Much of the confusion occasioned by the complex wiring will be straightened out if the owner will study the system enough to learn the purpose of each part.

Like A Water System

It has long been the practice to compare electricity to water in explaining its action, and this analogy may be carried out in the case of the automobile electric system. First we have a tank for storing water; this compares with the storage battery of the car, in which it may be assumed that we store electricity. From the tank we may have a pipe, with a valve in it, connected to a water wheel or water motor. If the valve is opened the water flows to the wheel and turns it. If the wheel be geared to machinery it will be operated.

Likewise in the electric system a wire may be run through a switch (valve) to an electric motor. When this switch is closed the current flows to the motor and turns it; if geared to a gas engine it will revolve the crank shaft of the engine. This is popularly called a self-starter, but it really is an electric crank bar.

The water wheel might be geared to a gas engine, which, when thus started, would drive a pump and this would pump water back into the tank replenishing the supply; so in the electric system, when the gasoline engine is started it drives an electric generator, which may be termed an electricity pump, and this pumps electricity back into the storage battery. Within certain limits this makes a self-contained system.

To prevent too much water going to the tank and causing it to overflow, a float might be rigged to the valve so that when the water reached a certain level the valve on the supply pipe could be closed and no more water be pumped. So in the electricity system a current regulator may be installed to prevent the battery from being overcharged.

How The Current Is Fed

We might desire to take water from the tank to washstand, bathtub or sink, or elsewhere. This may be done easily through spur pipes, each with a valve at the point where the water is to be used. In the auto electric system we do desire to use electric current for lights, ignition, horn and possibly other devices. This is done by attaching wires which lead from the battery through the switch to the various devices to be operated. In practice one wire is run from the battery to the switch, and branches run from there, just as in water system a main pipe is run with spur pipes to the several outlets. In the auto the switch box carries all the wires for the entire electric system, except the starter wires, which run to the pedal or starter button.

If we desire to know how much water is being pumped and the pressure, suitable motors are installed. Likewise the auto electric system usually is equipped with an ammeter or ampere meter to show the amount of current passing, and a volt meter to indicate the pressure.

Study The Diagram

When the clock was turned back and darkness came earlier it became necessary to use more current for electric lights, and as the weather becomes colder the engine will require more cranking so the storage battery tank will be emptied much faster. Therefore, unless the pump (generator) is run more, or care is exercised in the use of current, the battery may become emptied. If this happens, it will be necessary to take the battery out and have it recharged from an outside source.

It should be apparent from this that one should not examine the starter wires if the horn fails to honk, or the ignition wiring if the lights fail. Every car has a wiring plan and a few evenings' study of it with the foregoing as a guide ought to enable the average man to master his electric system and keep it in order and to know what to do when there is trouble.

WORTH OF MOTOR CAR PROVED BY WAR RECORD

Passenger Automobile Important Utility, Says Head Of Hudson Car Company

"We have won the war and we have learned many things and included in the long list is this:

"The passenger automobile is not a 'pleasure car.' Rather it is one of the most important utilities that is manufactured," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

Because we used the automobile for recreation, the generally accepted term for that type of vehicle was 'pleasure car.' Manufacturers employed it in their advertising and so did dealers. Sales men used it and the public did also. While from long habit we continued to use it over here after the world war started, the Allies and the Central Powers were employing the automobile in huge numbers in their operations. It was no 'pleasure' proposition with them. They knew the automobile's worth and utilised it to the limit.

When the lid was clamped on manufacturing after America entered the lists millions realised that the automobile was one of the greatest of all the essentials this nation possessed. Because our allies and our armies needed them it was up to us to get along with what we had on hand as best we could. It's all over, but we've learned many a lesson.

"We have learned to value the automobile in almost countless ways. As a result of war pressure on the railroad we travel by automobile when we formerly boarded a train. And owners have learned to take better care of their automobiles. This one feature alone will mean a saving to owners and more mileage for the future. The Government now permits the manufacturing of cars again, but the great demand for steel and all manner of raw material will mitigate against reduction in prices for some time to come it is believed."

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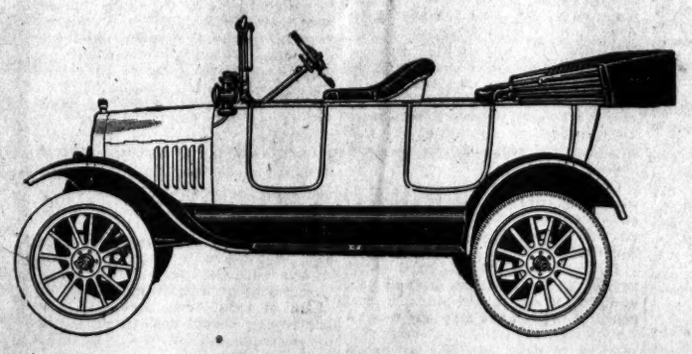

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Switching The Airplane Industry From A War To A Peace Footing

Astonishing And Sudden Development From Almost Nothing To 150,000 Machines Annually In U.S.; Unlimited Possibilities Seemingly Now In Sight

By Agnes C. Laut
(In The New York Sun)

The sudden stoppage of the war makes very little essential difference to the airplane industry in this country. To be sure airplane contracts for war purposes have been largely cancelled; thus, out of 20,000 employes in one Buffalo plant, 8,000 were laid off four days after the announcement of the armistice; but if you think the cancellations caused grief among airplane manufacturers you have very little idea of the true inwardness of airplane progress.

Prices have been boned down so close on some war machines and labor costs jacked up so high, while perpetual changes were ordered for war ends, that many manufacturers were eager to go out of war work and back to normal plans for industrial purposes. Contracts that had gone too far to be cancelled are to be turned over for postal mail air routes, and 1,000 such plans will be used at once. Then for the first time in four years the airplane manufacturers are free to give the public facts of the wonderful progress in air work.

For instance it will be news to people outside navy circles to be told that for a year we have had a great flying boat capable of carrying eleven tons and fifty passengers patroling our coast on the lookout for German submarines. This type of craft will now be turned to ocean flight, and with fuel capacity for thirty-five hours continuous flight and a speed of 130 miles an hour, the crossing of the Atlantic is now nearer achievement than fighting flights were before the war.

If the war had gone on we could have produced 25,000 fighting planes within six months, and as 25,000 fighters must have 75,000 replacement machines behind them and a supply of at least two training planes per fighter, that means this country could have reached a peak production of 150,000 airplanes for war work within a year.

Airplane Era Here

The airplane is today where the automobile was fifteen years ago—on the verge of a development that will astound and revolutionise a war worn world.

How are you going to maintain hard and fast international boundaries, for instance, when the argosies of the air play hide and seek with the clouds 10,000 or 15,000 feet overhead, numerous as motor cars on a well paved city street? What are you going to say about distance when you are crossing the Atlantic in forty-eight hours? Do you think you can ever work up permanent enmity between European countries when an air passenger can take breakfast in London, run across to say hello to a friend in central France and be back in London for luncheon; or have luncheon is Paris, afternoon tea in Switzerland and dinner after a freezing flight over the snowy Alps with friends down on the Mediterranean?

All these things have been done during the war for war purposes; but they were not told. Such flights will become as commonplace after the war as a hop in a taxi to cover ground quickly from Riverside Drive to the Battery.

"For a little while with wages and raw materials at war rates, we may not produce airplanes for everyday use; but in the very near future we shall have $1,500 planes for the business man of moderate means to go to and from work, and we shall have luxuriously equipped high priced planes for pleasure, such as limousine motors, at prices from $5,000 to $15,000," declared Glenn Curtiss in expressing his relief at the end of the war.

If you had predicted these things only four years ago sensible people would have regarded you with suspicion. You know that what the director of the Poughkeepsie Asylum for the Insane said to Curtiss only eight years ago, when on his flight down the Hudson he landed on one of the surrounding fields for more gasoline: "Yes, come right in; this is where all the airplane cranks end up, anyway."

A Switch Of Effort

So the fact that the war stops doesn't matter much in the airplane game. Fliers are going to explore the blue oceans of air overhead as navigators for centuries have been exploring the blue seas below the air. They are going to run the Nigaras of unknown air cataracts, which are the curse of motor flying, and to chart the lakes of clouds and to mark with danger signals the bad pools above mountain peaks, just as discoverers and explorers have been charting the surface of the globe.

There will be a switch of effort, that is all, from war ends to industrial ends; and the industrial discoveries and explorations are fraught with all the romance and adventure of the old navigators who charted the earth. We are going to chart the air and in charting the air chart new routes for the human spirit.

In fact, the deeper you go into air discoveries and psychic discoveries the more analogies you find between them. Take for instance the well proved fact discovered in fighting flight and proved by mathematics, that the force keeping the airplane up is about one-third air pressure on lower surface and two-thirds pull of a vacuum above the wing surface. I haven't expressed that in scientific formula, but you grasp the significance.

Why doesn't the plane go all the way up to Mars then? Glenn Curtiss predicts it will easily go up eight miles within a few years. Why not all the way to Mars? Because of a lot of things. There isn't air for the wings to hang on or the propeller to bite into. We haven't devised anything to keep the man in the cockpit from flying to pieces from decreased atmospheric pressure, though we have devised an oxygen tank for his breath.

Spiritual Uplift Also

All right. Take the analogy in the spirit. Haven't you known people who would have spent their entire lives in a rut or a hog wallow—with apologies to polite ears—if fate had not given them a terrific lifting kick? The one-third upward pressure of the air—we'll say! After that, if they didn't come down dead, a something in the inspiration of their own spirit—or the spirit of God in them—led them to undreamed achievements—the two-thirds pull of the vacuum, we'll say.

Or take the other analogy of an airman falling to his death from a great altitude. Onlooker, have related how when the airplane began whistling earthward in a fatal tail spin they turned away and shut their eyes and covered their ears before the final death crash. That crash haunts the dreams and shakes the nerves of beginners in the air game. It needn't; for the man was dead before he hit the ground.

When the falling speed reaches 210 to 250 miles an hour the vacuum created stops heart action and fills the lungs with blood. The man is dead. The spiritual analogy need hardly be followed out. It isn't the final crash of a spiritual going to pieces that need concern us. It is the beginning of the falling process, when the wings of the spirit might right a man and don't.

But to come down to earth of hard facts: Do you realise it was only in 1903 that a little 16 horse-power contraption devised by the Wrights took a flop in the air and called itself an airplane? Today we have 450 horse-power engines that have ascended almost 30,000 feet and flown thousands of miles, and by putting three of those engines in one plane we have 1,350 horse-power contraptions capable of carrying air passengers from London to Egypt or New York to London.

War Forced Progress

We have done the first because war compelled it. We haven't done the second yet, but we are going to—very, very soon.

Do you realise it was only in 1908 that the June Bug airplane took a buzz of 2,000 yards, and another contraption later accomplished the seemingly impossible feat of flying down the Hudson, amid floods of ridicule from sceptical critics and an invitation from an insane asylum director. "Yes, to come right in"? Yet in the war flying boats have achieved cruises of 600 miles above the sea without replenishing their fuel and without escort of ships.

When the veil of secrecy is lifted we shall hear of flying boats that have accomplished the destruction of two enemy submarines and two Zeppelins in one fight. Of boys—mere kids—out scouting for hostile submarines, who outstayed their gasoline, flopped down into the wild seas, where the pontoons below the wings kept them afloat, and, when bad winds began cavorting the wings, themselves got out on the wings to balance them, and stayed on those wings twenty-four hours till picked up by a war vessel. And of yet another seabird boy, who in a wild zoom to get momentum to come down on an enemy bird pried the gasoline tank from his boat as he mounted so he could get the offensive from above to dart down behind, and so downed his foe.

These are everyday commonplaces of the flying game that began with a little sixteen horse-power flop in 1903. Who says we won't go to Mars by 2003 or that the end of the war will see the end of the airplane game?

Or take some rather ghastly military facts. I am almost afraid to state them. They seem incredible on the face. Yet they are facts.

America's Advance

Do you know that when the war broke out we had only between six and eight usable airplanes in the country, though the airplane was an American invention? Germany is reputed to have had 850 airplanes and 1,000 pilots, 50 seaplanes and 70 pilots, 30 Zeppelins and 80 pilots. Of the United States I say between 6 and 8 because when one was not out of whack another was, and of those 6 or 8, especially those with good engines, some were loaned to the War Department by private individuals for use on the Mexican border.

Today, what? In spite of our hooting at the Liberty motor 50,000 such engines were ordered for use in the war and almost 30,000 were delivered. These will now be used largely for mail work.

When the war broke out you could almost count on one hand the Americans who could operate a flying machine. Today we have almost 3,000 airplane mechanics in France alone. We have thirty flying fields in the United States, seven special training schools, 30,000 aviators and 137,000 men in some stage of training for aviation. That is, we have more flying men today than we had soldiers before the war.

Or, to put it differently, we had over 8,000 aviators on the wing in France, 6,000 on the wing in the United States, 11,000 trained ready for machines, 30,000 in process of being trained, and of mechanics, officers and extra helpers from 80,000 to 90,000. We have thirty-one balloon companies, 329 war balloons, 355 army air squadrons.

New Industry Of Aviation

But yesterday we were wailing and reiterating in frantic hysterics to high heaven that in spite of having appropriated $640,000,000 for an airplane army we had only one plane actually on the fighting front. Today we read of 140 airmen having gone in American planes on a long range bombing expedition over Germany. In three months our American fliers downed almost 600 German planes.

Three months between our howl of woe and our incredulous jubilation! The airmen may not have been sawing wood and saying nothing, but they have been humming in high heaven and saying nothing.

Before the war it is a question if there were 1,000 skilled workers employed on planes and engines in all the United States. Certainly there were not more than three plane plants of the first rank as distinguished from motor engine plants for planes in this country. Today in one airplane plant alone covering seventy-two acres in Buffalo are many thousands of employes. In one engine plant for planes alone in New Jersey are 5,000 employes, and in the three other leading airplane plants are not less than 15,000 skilled employes.

Put it differently: In one airplane plant alone today are more skilled airplane workers than there were mechanics in all the shipyards of the United States before the war. Does that sound as if our airplane program had stalled or would stall after the war?

There are at least eight airplane plants of first rank now going full blast. How many factories are devoted exclusively to the production of engines and equipment for airplanes I cannot say. A dozen plants are producing Liberty engines. One firm has spent $10,000,000 in two years in producing one of the most perfect engines known, the Hispano-Suiza. Ford alone could produce 100 Liberty engines a day.

Production Increased Rapidly

One Buffalo firm was producing from three to five flying boats a day—boats that could carry five to twenty passengers; fifteen little flying boats a day and 100 training planes a week for the Allies, besides large numbers of combat planes. Contracts vary so much that I am reluctant to give figures, but I think this firm had contracts for 11,000 flying machines.

Add to these contracts for 8,500 De Havilands in the big Ohio factories and contracts for as many heavy bombers and reconnaissance machines placed in the New Jersey factories, where machines of these types were under construction for both Italy and Great Britain, and you have a very faint idea of the hum of wings and wheels and engines going on in airplane factories in the United States. While the patrol and fighting machines will be used almost at once for mail work there is no doubt the big bombers are the type that will be adopted for the fast express and freight work.

Ever think how funny it would be trying to govern airplane traffic by Interstate Commerce Commission rulings, when any good flier with $1,500 to $5,000 to spare could take to the air without any right of way of steel rails?

Please note that I do not try to make the slightest distinction between contracts for the United States and contracts for foreign countries, because in the first place the Governments of the various countries would not permit me to give out the information if I obtained it, and in the second place even if I gave it out today it would be incorrect tomorrow. Cables are increasing orders every day to every plant.

Skilled Hand Work Essential

Please note also that in every airplane and flying boat, counting rivets, struts, bits in the wings, laminations of mahogany wood thin as a cigar box, are from 20,000 to 24,000 separate parts; and every part represents hand work, the finest finish of hand done work. In the big flying boat are twenty-eight different laminations of fine wood in certain parts.

Though you may standardise engines and rivets and bits of wood you can't standardise integrity and conscience. Both are still very personal factors and not a part the size of your thumbnail goes into an airplane without most careful laboratory test and inspection. And remember there are 20,000 parts or more.

If the cams or teeth of a wheel have ever so slightly an inferior metal put in they will not stand high speed and hold. Such a slight defect might mean death of a flier. Or take a complaint sent back about the first De Havilands sent across, that the cloth bunched and rippled under high winds after exposure to damp. We hadn't then found the proper material for wings. We now use only Sea Island cotton and linen, and the defects have been remedied.

Neither had we found the proper "dope" to glaze seams and surface and render them weather proof and proof against ravelling if punctured by a shower of bullets. The cloth lifted at the punctured edge, ravelled and ripped. That has all been remedied. When the war ended we were using the entire chemical output of eight factories costing $7,000,000 to make "dope" exclusively for airplanes. We were using 200,000 gallons of "dope" a month. Four or more coats go on each wing.

More than eighty factories were making tools for airplanes only. Can you conceive of this industry stopping suddenly because the war has ceased?

Air Program Speeded Up

Or take another fact to show our speeding up program. When an airplane was completed it was tested by Government fliers. If satisfactory it was taken partly apart, packed, crated and shipped across seas to the war. Two hours from its arrival a De Haviland was uncrated and put together, to the mounting of its fighting guns, its compass, its aneroid, its speedometer and all the other paraphernalia going in the pilot box or cockpit.

One big machine requires one freight car for its main body or fuselage and one flat car for each of its wings to be transported to the flying field. These are the Mauretanias and Leviathans of the air of which we were permitted to hear nothing because of the war muzzle; but now the muzzle is off.

When the war began we thought eighty miles an hour a breathless pace. Then we went up to 100 miles an hour. Then an engine triumphantly attained from 137 to 140 an hour—not counting the wind. This was the engine used on the most of the fast fighters on the front. Lately, though it has not yet been announced, an engine called the Kirkham has been achieved good for 161 miles an hour, not counting the wind.

Had To Pay For Knowledge

It may be said that these fastest engines were best adapted for the fighters, yet they can be used for the heavy bombers and reconnaissance machines as well. It is, however, for the heavy type that the famous Liberty engine is best adapted, and when you consider that bombers and passenger traffic planes must always be heavy types, that characteristic is nothing against the Liberty. The mistake was in trying to put a heavy engine in a light flier.

It shook struts and planes and wood layers to pieces like card boxes. That was really the reason—and nothing else—for the cancelling of Spad and Bristol orders with Liberty motors. The Spads and Bristols were all right. So were the Liberty motors, but the heavy engine didn't fit the light type of airplane—that was all.

The Government had to find that out and to pay for the finding out, just as the great munition manufacturers had to find out about gauges accurate to the thousandth part of an inch when they first began manufacturing ordnance and shells for the Allies in 1915. It is telling no secret to say that in 1915 one of the biggest munition plants had to scrap $18,000,000 of shells in less than six months. So we have had to scrap a lot of airplane experiments and to pay for the scrapping; but that stage of development is past. We have our dearly bought knowledge. Now we are going ahead full stride.

To go back to engines. When an engine goes at the rate of almost 150 miles an hour it is good for 21 miles a minute. When it gets up to 161 miles an hour it is approaching the three miles a minute class, and designers are today looking for a five mile a minute plane.

The difficulty is not to get the engine. It is to get a plane with parts to withstand such speed. When the Sunbeam engine—the counterpart of the Liberty—was being tried out in Canada it was changed 700 times; and the first engine had really cost $3,000,000 before it was pronounced rights. Here is what happened and how:

Changes By The Hundred

From 400 horse-power they got the power up to, say, 455. Very well; cams, shafts, gears, had to be changed to withstand the increased power. Cloth in the plane, struts, wires, wire buckles, forging joints, seams, dope on the seams, had to be changed and strengthened for the more powerful engine. Then back in the factories manufacturing these parts gauges and jigs and standards had to be changed to suit these modified parts. It didn't take long to add up the 700 changes and total of $3,000,000 cost.

It is hardly necessary to tell the public at this late date that monoplanes are one winged, biplanes two winged, triplanes three winged; but the style of naming is more puzzling to the layman. We'll suppose the designers are starting on a plane. They give it a name, say Bristol. The angle of one wing is changed ever so slightly in relation to the other in order to insure that there shall be no encircling to the turn of the propeller. The new point is called Bristol 1. Or slightly more camber is given the up side of a wing to resist the suck of thinner air. This point will be Bristol 2, and so on to the famous Bristol 5.

Unless I am mistaken in one fast flier 300 different models were tried out before the fastest was found. That explains why certain machines have numbers up to ten and all the letters of the alphabet behind their names, like a problem in algebra. To the engineers those numbers and letters signify trials down to N or S in the alphabet and up to ten in numbers. In one of the heavy bombing planes 350 different inventive types were embodied. Fortunately for the poor layman this machine was named flatly for its inventor, or we would all be doing problems in trigonometry and higher mathematics every time we named it.

Enemy Plotters Caught

Were any of the accidents in trying out machines due to enemy aliens? Yes, some were! Men, for instance, were caught in the act of driving bolts and rivets instead of screwing them, and hammer blows will split finely laminated hard wood like mahogany, especially where there are twenty-eight layers, as in the big flying boat, though the split may not show under canvas and glazed dope till the machine is high up in the air under terrific vibrations. These men were duly caught and sentenced.

Another culprit putting a final coating on the oil tank was found to be making small punctures through the metal which were concealed under the top coating. This man was almost lynched by workmen who caught him, and he too is under sentence.

But as for the faults of linen that bunched and ripped after a built

(Continued on Page 10)

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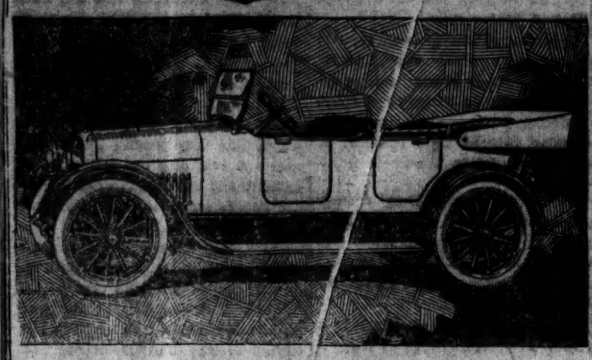

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Must Sell Cars Cheaper To Solve Labor Problem

Makers Must Increase Output To Care For Big Staffs And Decrease Prices To Get Sales

Detroit, November 22.—It is too early to say whether the automobile industry is entering upon a season of low prices, but there is no question that the action already taken by several of the most prominent factories in the business to reduce the prices on their cars may act to force into line their business rivals, however much the earlier idea of these latter may have been to maintain war quotations on their goods, if not actually for the time being putting them higher. It is well to explain right now that the action of at least one big company in announcing its cars to be sold at a reduction was not undertaken with any idea of putting anything over, but as the only means which suggested itself as the way out in dealing with what must be manufacturing's most serious peace problem—that is, taking care labor.

The head of this company, looking over the situation which confronted his plant when the armistice was signed, decided that he could not continue to employ the total force of men, some on automobiles, others on war work, with the present production of motor cars. Realising that to let a lot of men out of employment would be to precipitate serious labor troubles, for him as well as for other manufacturers, he decided that his only way was to increase motor car production, keeping the maximum of men employed because more cars were being made. Realising also that the public was not in a buying mood to take care of a greatly increased output, he was forced to the conclusion that the only way was to reduce the prices, thus making it more attractive for the public to become motor car owners.

This, in fine, is the underlying reason for his and for some of the other makers' acts in cutting prices. As he phrases it each manufacturer must settle for himself the problems arising from the war and perhaps take even a little loss in order to keep things going up to the stage when largely increased production may permit a further cut in prices and still make the business vastly profitable. He is of the opinion that the public is gaited to an era of lower prices, a thing which is expected in many lines, now that peace is on the way.

The reasons that put prices up in the past, higher labor costs and more expensive materials, still exist, and may for some time to come. But the public expects things to come down after the war, and is likely to be reluctant, as far as buying is concerned, until it sees signs of lower prices. It is perfectly clear that automobile manufacturers cannot expect to continue to get war prices for their automobiles, and that point, coupled with the labor situation that arises from going along on very small production, is a sound reason, according to this maker of motor cars, for them to cut down their prices and get busy on production. That, as he sees it, is the only way in which a brisk market, so much needed right now, can be assured.

Therefore, although an outright prediction that cars are coming down in price may be a daring thing, and one not justified by the situation everywhere throughout the trade, it is nearly certain that a great many makers are going to be forced into taking the step that already has been made voluntarily by a few and go into the market with reductions market on their goods. The after-the-war readjustments will thrust this situation upon a whole lot of makers who perhaps didn't figure on it. But it surely seems to be coming.

Right now the scattered announcements of price reductions have had a serious and unfavorable effect on both the buying public and the dealers. The former, who have been into the market with only half their energies, now will hold off for a considerably longer period in order to get the "bottom" of the market. The dealers, who have had things pretty tough all through the war period, will not want to place orders with those makers who have not already reduced, for fear of being loaded up with cars at too high a market. Others who have cars on hand and unsold bought at pre-peace prices, will be unwilling to get any more until they are sure of rebates and adjustments in case prices are about to fall. To this extent the announcements of lower prices made by the few have complicated the situation for the many.

The whole thing very clearly spells the end of that combination of the motor car trade as a whole which was so markedly present in war times. Now it is again a case of "sauve qui peut," the problem of each manufacturer being put up to him for his own solution and salvation. Meanwhile it is plainly a waste of time for manufacturers to rail against those who have come out with price-cutting announcements and to prophesy all sorts of dire misfortune to them for what they have done. They have enough to do to tend to their own knitting and to bring their own concerns through successfully, now that war business is being gradually shelved—not always so gradually either—and a return to peace basis and motor car manufacture must come.

RETURN TO PRODUCTION EXPECTED TO BE RAPID

Automobile Factories Will Be Favored By War Industries Board Ruling

Writing in the New York Tribune from Washington, Theodore M. Knappen makes an authorised statement that the signing of the armistice with Germany will be followed immediately by a checking of production of war goods and a relaxing of the restrictions on the production of peace goods. Preparations to take the brakes off the normal course of industry have been long in the making, he says, and adds:

The industries to receive the first consideration will be those that are the most essential to normal civil life and whose promotion will bear immediately on the enhancement of the national interests in the post-bellum period.

It was indicated at the War Industries Board that the requirements of the railways for steel and equipment would receive immediate attention, as it was considered elemental that the rail highways of the nation be put into a condition of maximum efficiency at the earliest possible moment.

It was also indicated that shipbuilding would be favored in allocations of steel and other materials, as it was considered that the rushing to completion at the earliest possible moment of the great national marine now under construction is as important in peace as in war.

It was said that some very extensive projects are being held up pending the armistice decision that, if not entered upon, will release large quantities of steel, and that there will at once arise the problem of apportioning this material. Other contracts will be cancelled that are of such a nature that the national interest would not greatly suffer, even if the war should be resumed after a pause.

This is news of great significance to the motor car industry and to those who have in mind to purchase new cars, for it appears to presage as rapid a return to production as can be managed, taking into consideration the necessary supervision of all industry. Mr. Knappen says it will be the policy of the War Industries Board "doubtless to approach the normal condition of unrestricted trade by gradual steps in withdrawing its detailed supervision, but holding the situation firmly in hand with the intention of using all its powers, if necessary, to steady trade up to the very last moments of its life."

The idea of the War Industries Board is that "the rail highways of the nation be put into a condition of maximum efficiency at the earliest possible moment." It can hardly be less important that other carriers obtain free scope. That means automobiles and motor trucks. If the rail highways are not to be put out of business through a sudden overload and rush of traffic it will be necessary to marshal the motor car forces. To do this, the factories will have to get into production Here, apparently, is the answer to the question whether or not there will be any prompt return to motor car building.

R. J. Gilmore Heads Packard Motor Co.

Vice-President Promoted To Presidency As Tribute To Business Capacity

New York, November 24.—The Packard Motor Car Company of New York has announced the appointment of Vice-President Roger J. Gilmore to the presidency of the concern. Mr. Gilmore has been in charge of the affairs of the company ever since the former president, Emlen S. Hare, was made executive vice-president of the parent company, so that his appointment occasioned very little surprise among men in the automobile industry.

Mr. Gilmore entered the Packard firm immediately after his graduation from Harvard University in 1909. After a brief term in the United States army in connection with the development of the aviation corps, he became territorial manager for the firm, considerably extending the branches of the business in the bulk of the territory between Boston and Philadelphia. His appointment is regarded as a tribute to his business capacity in view of the fact that the New York organisation handles one-fifth of the entire Packard output, and its presidency is one of the most responsible positions in the entire retail automobile industry of this country.

Improving Ford Lighting

At a speed of twenty miles an hour or over the headlight equipment of the Ford illuminates the road with startling effect, at ten miles and under, without the assistance of some additional device, the head lamps become hopelessly inefficient, writes a Ford owner. The reason being, of course, that the current flow to the lamps varies with the speed at which the fly wheel magneto revolves.

My first effort to increase their efficiency, was to connect some eight dry batteries in series and install a two-way switch. This served more effectively than the magneto where in driving through difficult stretches the low speed gear was often used, and when on changing from low speed to high the current flow was so greatly reduced that one experienced the sense of blindness, similar to passing from a lighted room into the darkness, as the intensity of the lighting was so changed with the change in speed gearing.

While the dry battery illumination was complete and locked the fluctuating disposition of magneto current, yet I soon found that the cost was not proportionate with the service.

After investigating several devices and obtaining advice from other Ford owners, experiencing similar difficulties, the equipment adopted consists of two 6-7 volt, twenty-one candlepower nitrogen filled bulbs and an inexpensive, yet very efficient lighting control or switch which contains a choking coil and has steps or positions for changing the intensity of the current flow. The switch is mounted under the wheel on the steering column, within easy reach of the hand and supplies, additional to illumination, a means of returning a courtesy which the majority of motorists extend, that of dimming the head lamps while passing at night.

The illumination at all times is superior to the direct lighted higher voltage bulbs formerly used, and the difficult stretches are more easily negotiated than with the previous equipment.

After six months use the bulbs or switch have neither burned out or been replaced and the few dollars expended in the equipment are amply repaid in the satisfaction and comfort experienced, both with the intensive illuminating service and the ability to dim the lamps on occasions, particularly while passing others at night.

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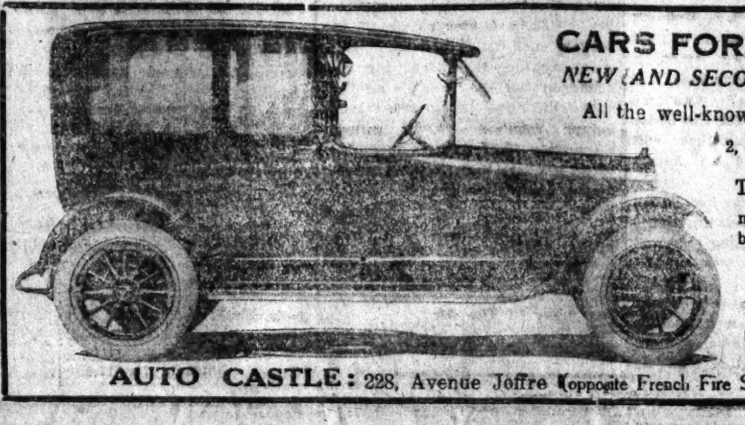

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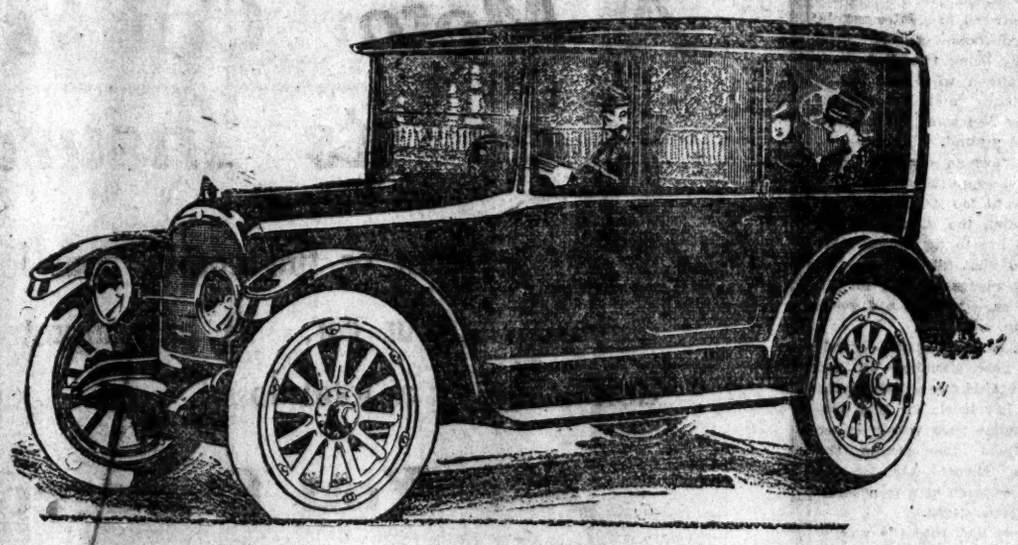
(MODEL 88.4)



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Switching The Airplane Industry From A War To A Peace Footing

(Continued from Page 8)

puncture or metal that would not hold under tremendous vibration or propellers that cracked and split under sudden torque I do not think the airplane folk regard these defects as the work of enemies. The airplane game was new, and we were learning it, and paying for the lessons in a toll of costs and life, just as we paid a similar toll the first year of the automobile business.

If you tabulated deaths from automobiles today they would far exceed the deaths from airplanes; but airplanes are new and spectacular and we are keeping tab on all deaths. And every atom that goes into an airplane today is first tested in a laboratory.

I saw a careful tabulation and analysis of airplanes deaths not on the firing line and the fatalities classified pretty well into two basic causes, (1) structural and (2) stunts at too low altitude.

Structural causes are being eliminated by the laboratories which are testing materials and by experiments the proper engine for the proper plane and the proper plane for the proper engine. There are lots of problems to be solved here yet. Can one get a surfacing for the airplane and flying boat light as linen and smooth to the wind as glass that will neither ravel nor splinter?

Can we get material for a propeller that will defy any bursting strain up to the point where speed sets fire? Can we get a propeller that will be a self-starter without the self-starter adding what is equivalent to ten gallons more of gasoline to the weight? Can we get an armor plating for the under side of the petrol tank that will not add weight and so impair velocity?

Germany tried this in her latest machines; but slower velocity means easier aim for the enemy aircraft guns below, and it has been worked out mathematically; for every eight pounds of weight there is a loss of one mile an hour in speed, and that makes a machine so much more vulnerable to high velocity bullets and shrapnel.

Stunts Perilous, But Needed

Tail spins, which caused so many deaths early in the war, are being lessened by stronger wires and struts and connections for tail and rudder and wings. How these are tested I shall tell in a later article. Structural defects causing fatal accidents are being remedied every day till birdmen who have driven both airplanes and automobiles declare they feel safer in the air than on the ground.

Many, in fact an enormous proportion, of the fatalities result from doing stunts at too low an altitude. Don't condemn the airman doing stunts. He has to do stunts. He isn't a good pilot till he can do stunts. Knowledge of how to do stunts may save his life, and yours if you are up with him.

The fault is doing stunts—standing on his nose, standing on his tail, flying upside down, looping the loop—at a low level; for if a propeller or engine goes wrong under 1,000 feet from the ground the pilot can't choose his landing place, and a smash in a poor landing place means death.

Right here, now that the war is over, let the fact be revealed that a plane has lately been perfected which the pilot can hold nose up, vertically poised, without a death dive. I don't say how long this position could be held, for I don't know. Is it news to the layman to be told that the higher up an airman is the safer he is? Or, to put it differently, the greater depth of air he has under him the safer he is.

It is the rocks the deep sea mariner fears, not the sea. If an airman's engine freezes or goes dead at 20,000 feet—though most of his flying is done at between 7,000 and 15,000 feet—he can glide gently and easily eight miles, for one mile he is up vertically. In a radius of eight miles you are sure to find a good landing place. A good landing place is free of wires, stumps, trees, stones, buildings. If you glide down at sixty miles an hour and taxi across the ground till the momentum dies you want to be sure you have lots of room to run off your velocity.

High Flying Safest

Another point about high flying being safest. When you see an airman looping the loop higher and yet higher up or flying on his back, don't shiver! He is safer than you are below him. If he is above 15,000 feet he couldn't fall off that seat if two of you pulled him by the two arms. In fact, the centrifugal pressure glues him tight to that seat. He literally needs a spring cushion in order not to bruise his spine.

We have learned lots of lessons as to fuel for fast fighting planes in the last year, and we'll learn a lot more as the years go by.

Though only 4,000 fighting machines were above the firing line at the time of victory, the output was accelerating to such a peak that 25,000 fighting planes could have been kept above the firing line in less than a year. But as a matter of fact we won the war with only 4,000 fighting machines above the firing line, and aeronautic military experts declare with 5,000 first class fighting machines constantly on the wing above the battle line we could have won the war at the drop of the hat without the awful shambles drenching the world with trench slaughter; but 5,000 fighters on the wing meant 10,000 replacement machines to jump into gaps, or 15,000 fighters available for instant and continuous action.

How much fuel would such a squadron of the air need? The exact figures given by experts are: The Liberty motor in full fighting flight requires thirty-two gallons an hour; please note, this for fighting flight. For ordinary flight the Liberty can be run on twelve gallons, the Hispano-Suiza requires twenty-six gallons an hour. The new engines will have to be a guess between twenty-six and thirty-two.

Average the fast flight at thirty gallons an hour. Average the fighters up four hours a day. Sometimes they are longer, sometimes less. Each fighter required 120 gallons each fighting day. How many fighting days for the air squadron in a year? Another guess but put it at 200. Each fighter required 24,000 gallons. To sustain 5,000 fighters there had to be not less than 15,000 fighting planes ready for constant action. Your gasoline required increased to 24,000 multiplied by 15,000 equals 360,000,000 gallons, or counting fifty gallons to a barrel, 7,200,000 barrels—one-sixth of the gasoline production in America.

Our Army Of The Air

As to the first year of disappointment over airplane production, let us charge it up to experimental knowledge and forget it. We had reached our proper stride when peace was declared. It was not a case of failure. It was a case of check and stall and change and train.

We have an aviation army as large as our former permanent military forces. We have over 8,000 flying aviators in France and over 6,500 here and 30,000 more ready to take their places, and we have from 80,000 to 90,000 more under way. We have delivered almost 30,000 Liberty motors and have orders for 50,000, and were producing planes fast enough to have 25,000 fighters within six months. We have training fields and balloon squadrons.

All this stands against the $640,000,000 expended, and not all the money spent in experiment is lost. Much can be and is being salvaged. The engine too heavy for one type of plane can be placed in another plane. The plane too light for one type of engine can be adapted to another, and much of the machinery and many of the gauges scrapped can be remoulded and used.

True, we had only one fighting plane on the firing line when all the appropriation had been expended, but we were storing up dearly bought experience for our present speed. We were doing more. We were storing up knowledge for the discovery of a new air world after the war.

That new air realm promises to wipe out old boundaries and hates in a way to recall the winged beasts and monsters of ancient prophecy, where the winged and wheeled creatures of air, bearing war and death in their wake, preceded the apocalypse of a millennium of world peace.

ECONOMY OF SPACE

In the home garage where several cars are kept cleats along the floor will insure lose formation of car storage even better than numbers painted on the wall at the rear. The cleats should be made of strips two inches square and twelve or fourteen feet long

Keeping The Home Cars Running

What did you do in the Great War, Pa?
On gasless Sundays I cleaned the car,
Washed the body and running gear,
(It hadn't been done for most a year),
Ground the valves and changed the oil,
Fixed the fan so she wouldn't boil,
Greased the wheels and all the springs,
I tell you—there were lots of things
I found that I really had to do;
I filled the cuts in every shoe
(Made a good job of it, too),
I tightened every bolt and screw
And nut so they would not undo,
I fixed the wheels so they'd run true.
I couldn't get into the Great War, son,
But I got the old car so she'd run!

H. S. OSBORNE.

BARNEY SLOWING UP

Barney Oldfield, the dare-devil automobile racer who managed to keep a half lap ahead of the Grim Reaper through twenty years of flirtation with death, fell into the clutches of the Spanish 'Flu. He was nailed during a visit to his old home town in Cleveland.

THEY CALLED IT 'DANGEROUS'

In Paris, at the Cycle and Automobile Show in 1901, a large American automobile manufacturing concern was refused permission to exhibit its machine by the police on the ground that it was "dangerous."—*Chevrolet Review.*

FIRST IN THE CITY

The first public garage in New York City was located at 213 West Fifty-eighth Street. It was called a "stable" for gasoline vehicles.—*Chevrolet Review.*

Couldn't Get On Ferryboats

Automobiles using gasoline for fuel were prohibited from all ferryboats until early in the year 1901.—*Chevrolet Review.*

Bueschaw Talks On Auto Outlook

Makes Important References To The Market And Question Of Prices

"One of the first industries in the country to accommodate itself to war conditions, the automobile business, bids fair to lead the field in peace time readjustment," says Vice-President R. C. Rueschaw of the Mitchell Motors Company, Inc., of Racine, Wis.

"Not only were automobile manufactures quick to adapt themselves to the economic changes brought on by the war, but the swinging over of vast factories from automobile to munitions production was accomplished in an almost miraculously short time. Similarly, now that peace is with us and we can return to automobile building, no time is being lost in changing over.

"In the Mitchell plant, where we were on practically 100 percent war work, with giant Government trucks as our chief product, we are getting back to passenger car production as rapidly as circumstances will permit. Of course, aside from such Government contracts as remain to be filled, the conversion of a plant so large as the mammoth Mitchell shops is not the work of a day, but we are sparing no effort to make the conversion period a short one.

"In a way the devoting of our plant to war work was one of the best things that could have happened to us. If not only made it possible for us to hold our organization intact, but moved with the common spirit of doing their best to win the war; every man drew nearer to us and to his fellows until we now have a more closely knit body than ever before.

"Then, too, working day in, day out, under the exacting requirements of the strictest kind of Government inspection, our men have learned to do better work than even they thought themselves capable of. Certainly this improvement shows itself plainly in the cars we are now building. The boys haven't forgotten how to do good work!

"With the changes in the automobile manufacturing program mentioned above a somewhat unsettled market is inevitable and most manufacturers are now more interested in stabilising the market than in immediate profits. In our case, we are reducing our prices to a pre-war basis, sacrificing our profit, in order to help steady the situation against the time when all the changes will have been made and values again settle down to a normal level.

"That this situation, where we find ourselves in position to offer our regular product at prices far below normal, is the buyer's greatest opportunity goes without saying. And it should be equally apparent that this condition is bound to be of short duration.

"The automobile industry as a whole is about a million cars behind in its production which, coupled with the prospect of an almost unprecedented demand foreseen for spring, makes a serious car shortage practically certain. In addition to such a shortage the market will naturally steady itself as time goes on. So any later price changes will probably be upward. Therefore the early buyer is 'getting the cream, right now."

CONNECTING ROD BEARING

The owner is sometimes puzzled to know just how tight to make the connecting rod bearing. In general it may be said that if this bearing is tightened so that the connecting rod by reason of the piston weight will barely fall over from the vertical position when the bolts are fully tightened up it is correctly adjusted.

龍飛 The Shanghai Horse Bazaar and Motor Co., Ltd. 龍飛

(Established 1851)

SOLE AGENTS FOR:

Automobiles Berliet, Lyon.....Berliet Cars
The Studebaker Corporation of America.....Studebaker Cars
F. B. Stearns Co., Cleveland, O. Stearns-Knight Cars
Scripps-Booth Corporation, Detroit.....Scripps-Booth Cars
Fabbrica Italian Automobili Torino.....Fiat Cars

Arrangements were made some time ago for monthly deliveries of the above mentioned cars.

ALSO SOLE AGENTS FOR

The Prest-O-Lite Co., Indianapolis..Storage batteries
Stewart-Warner Speedometer Corp. Chicago.....Stewart produce

Large stocks of all kinds of motor accessories and supplies

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COACH-BUILDING WORKS
in the Far East
which designs and constructs all types of bodies, from commercial vans to luxurious pleasure cars.
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A Motor Car is only as good as its Insurance Policy!

When accident or fire comes your loss is gauged by the amount of damage to your car. A car unprotected by Insurance which meets destruction is a total loss.

Are You Exposed to Total Loss?

Are you "covered" in the event of mishap?

XS POLICIES

relieve you of personal loss, liability and third party claims at a small cost annually. Make your car of definite value to yourself by taking out an XS Policy.

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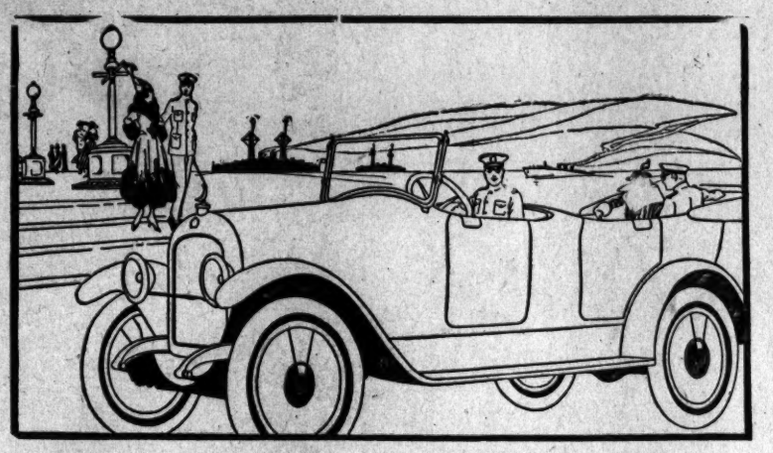
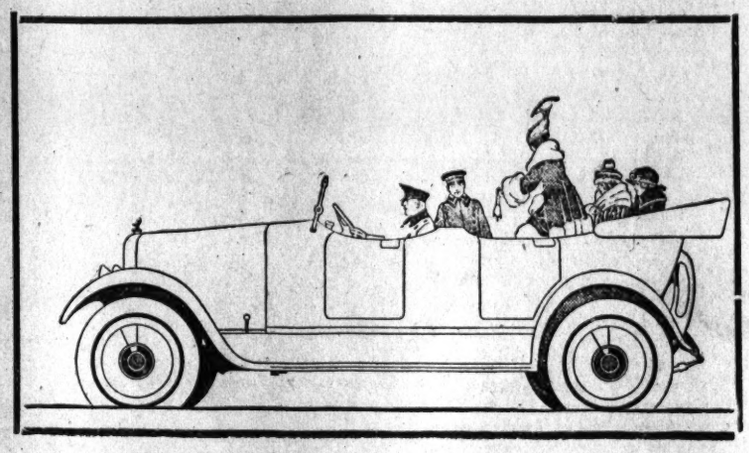




We have received a small shipment—***Two 5-Passenger Touring Cars,*** and in order to introduce the minto Shanghai, we offer them at a very moderate price. There are special features to which we draw your attention. NOTE the extremely high radiator running right back to the high front cowl; the low backward-tilted windshield; the ample leg-room for all occupants; the smart, individual appearance that immediately places it in the class of the "custom-built" car; and its long symmetrical lines. In the interior trim upholstery and cushion work, as well as in the exterior colour and varnish, the car testifies to careful manufacture by men who strive for the niceties in motor-car construction. Deep upholstery is another of the luxuries which go to make up the smart elegance of this Moon Model.

A special Continental "Red Seal" engine makes the car a triumph in economy and scientific light weight. It is equipped with Delco ignition, Spicer Unversal joints and Timken bearings. Its remarkable economy of gasoline, oil and tyres makes it a most economical car to buy regardless of price, and it realizes the demand for an up-to-date, dependable car at moderate cost.

Ask for a demonstration

SHANGHAI GARAGE COMPANY

Owning and operating

THE STAR GARAGE AND THE EASTERN GARAGE

In the Good Old Days

1. "AWK FIRE!" "HEY! LOOKEY CAP' CALL OUT YER FIRE DEPARTMENT!" "FIRE!" "FIRE!" "FIRE!"

2. CHIEF "IT'S GETTIN' WOISE!" RING ONLY IN CASE OF FIRE ENGINE COMPANY No. 2 ENGINE COMPANY No. 1 FIRE

3. "GEE! THERE'S CERTAINLY PLENTY OF WATER!" "HE'S A GRAND LITTLE WATER TOWER!" "MORE SPEED 'SLIM!'" "LEMME GIT A NOSE FULL!" "WE'D LIKE TO HORN IN ON THIS!" "HERE'S AN 'EMPTY'!" ENGINE COMPANY No. 2 ENGINE COMPANY No. 1 BLUG CLUG GLUG FIRE

4. "FIRST WATER FOR NUMBER ONE!" "HOORAY FER ENGINE NUMBER ONE!" ENGINE COMPANY No. 1

5. "NOW WATCH NUMBER TWO!" ENGINE COMPANY No. 2 FIRE

6. "AIN'T HE THE SWELL SQUIRTER?" ENGINE COMPANY No. 1 FIRE

7. "BOYS, THAT FIRE LOOKS TO BE GETTIN' WORSE!" CHIEF FIRE DEPT

8. "WE MUST GO INSIDE TO FIGHT IT. COME LADS. I WILL LEAD YOU!" CHIEF "HOORAY FER D'CHIEF!"

9. "SAY, CAP' AIN'T WE GOT WATER ENOUGH AROUND HERE WITHOUT A LOTTA YAPS FILLIN' A FELLERS STATE ROOM WITH IT, 'SPECIALLY WHEN HES TRYIN' TO ENJOY A QUIET PIPEFULL?"

SWINNERTON '13

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JANUARY 19, 1919

TRAINING SCHOOL FIRST IN LEAGUE

One Of Y.M.C.A. Teams Is First In Basketball Standing After First Week

BEATS AMERICAN SCHOOL

Wins Second Game Of Schedule With Ease; Two Matches Set For Monday Night

STANDING OF THE TEAMS

	W	L	PC
Training School	2	0	1.000
Y.M.C.A. Blues	1	0	1.000
American School	1	1	.500
U. S. Navy	0	1	.000
Rowing Club	0	1	.000
Y.M.C.A. Reds	0	1	.000

GAMES THIS WEEK

Monday

Navy vs. Reds at Rowing Club.

Rowing Club vs. Training School at Rowing Club.

Thursday

Training School vs. Blues at Y.M.C.A.

Navy vs. Rowing Club at Y.M.C.A.

By defeating the American School team 49-32 at the Chinese Y.M.C.A. gymnasium yesterday afternoon, the Training School five jumped into the Amateur Basketball League. Lin of the winners and Simon of the American quintet were the stars.

The summary:

American School 32		Y.M.C.A. Training School 49
D. Campbell	lf	M. F. Hsu
		S. I. Toong
P. Haskell	rf	Z. S. Lin
F. Simon	c	P. L. Koo
		C. G. Hoh
D. McGinnis	lg	Y. C. Wong
J. McGinnis	rg	Z. T. Wong

Goals from floor: Campbell, 4; Haskell, 3; Simon, 7; Hsu, 3; Toong, 3; Lin, 7; Koo, 2; Hoh, 6. Goals from fouls: Campbell, 1; Simon, 2; Toong, 3; Koo, 2. Time: two 20-minute periods. Referee: Stauffer. Timer: Henning. Scorer: H. D. Lin.

Zimro Sextet

The Zimro Sextet attracted quite a large audience at the Olympic Theater last night.

Their playing was most warmly applauded, and the Sextet has every reason to be satisfied that a first class program of music played with perfect ensemble and feeling is welcomed by Shanghai concert goers.

For the second time in one week a Beethoven work has aroused enthusiasm only to be satisfied by repeated recalls.

The Trio in B flat justified the use of the clarionet for the violin. The slow movement has a touch of the modern serenade with the new and distinct tone color.

The Mozart Quintet is full of delightful things. Tchaikowski's D major quartet, one of the brightest of this composer's works, was superbly played.

The Russian national air in the slow movement, an ever popular piece in various arrangements, has surely seldom been heard so perfectly played. The theater proves unexpectedly favorable for such a combination.

In two respects only could the evening be improved, first, the waits between movements, and more so between items were too long, and people moving about finding seats up to half an hour after the time advertised disturbs audience and artists alike. The first movement of the Trio suffered seriously because of this.

The program for Wednesday consists of Hebrew music. The Sextet identifies itself with the movement to revive a national music of the Jews.

R. B. Hurst.

Chinese Ball Player Killed

New York, December 1.—Sergeant Apau Kau of the 315th Infantry has been killed in action in France, according to word received by a friend here. Apau will be remembered as a pitcher of ability, who came here with the Chinese club of the College of Hawaii. He pitched for the Bushwicks of Brooklyn and for Philadelphia teams.

MARKED CHANGES IN BILLIARD GAME

Its Development Rapid; Has Become Most Popular Of Indoor Sports

New York, December 8.—Half a century ago John Roberts, then the billiard champion of England, arrived in New York to begin his memorable series of matches with the best American cue sharps of the day.

The next few days offer several other interesting anniversaries showing the development of the most popular of indoor pastimes. On January 28, 1869, Joseph Dion defeated Melvin Foster in a four ball match for $2,000 in Montreal.

In January, 1876, just forty years ago the late William Sexton defeated George F. Slosson by 600 to 422 at three ball billiards in New York. In 1886, thirty-one years ago, the late Jacob Schaefer defeated Slosson, 800 to 719 in a 12 inch balkline billiard match for $1,000 played in Chicago. In January, 1908, at New York, George Sutton successfully defended the 18.2 title against Ora Morningstar, 500 to 309.

Many and radical have been the changes in the cue game in the half century covered by these scattered records. Record balkline was first played in 1883, when Maurice Vignaux, the Frenchman, made a record run of 246 at 18.2 in Chicago. Three cushion carrom, which has lately become very popular in spite of the opposition of the defenders of legitimate billiards, was introduced at Chicago forty years ago.

The French carrom game with its American variations has long held the lead in the hearts of American billiardists, although the English game, with its big tables, has been rapidly gaining in popularity since Melbourne Inman's visit.

Billiards had about as many American devotees proportionately to population fifty years ago as now, as evidenced by the size of the rooms in the larger cities. In New York there was the famous Phelan place, with twenty-nine 6x12 tables. Major Walker had a twenty table room in New Orleans, which was famous all over the South. The Mussey room in Chicago, the Davis place in Pittsburg and many others were almost equally well known.

France, England and Germany all claim to be the birthplace of billiards, but the best authorities ascribe the invention of the game to Henrique Devigne a French artist, about 1571. Wherever it originated, the game soon became popular in all the western European countries and was introduced into America at an early date.

Some idea of the changes made in billiards in the last half century may be gained from the following extracts from an encyclopedic article on the subject published in the early '60s:

"A game played with ivory balls on a flat, oblong table covered with green cloth, having raised, elastic cushioned edges, with semi-circular apertures, one at each corner and two facing each other at the center of the long sides. The dimensions of a full sized billiard table are 12 by 6. The balls are driven by a cue or a mace, as they are respectively termed, the cue being by far the superior instrument of the two; the mace being the implement for novices and is especially suited to the latter. The game consists in striking one of the other balls, at which the striker aims with his own ball, in such a manner as to force that ball or other balls into one of the pockets. The principal games are the English or three ball, the American or four ball the Russian, the Spanish and the pool games."

School Boys' Race

B. Lawrie Smith, of the Public School, was winner of the 2½ mile cross country run held under the auspices of the Hariers' Club yesterday. His time was 22 minutes 35 seconds. G. Rose, of the St. Xavier's School, and M. J. Ching, of Nanyang, tied for second honors and M. Kiniroff finished third.

The team race was won by Nanyang College, which besides sending Ching, had a representation that was bunched in the race in the 5th, 6th, 7th, 11th, 12th and 13th places. The Nanyang team is being coached by Mr. Vanderbeek. The winning team will be presented with a silver cup and will be allowed a leg on the League Cup, which will be officially offered by the club in the challenge race. Silver medals were presented to the two boys who dead-heated for second place. Bronze medals were awarded to the third man and the four runners comprising the winning team. Public school was second in the team race and St. Xavier ranked third.

Fifty-seven school-boys faced the starter in a drizzling rain. The other institutions represented at the race were the Thomas Hanbury School, the American School, and the Boys' Athletic Club.

INDOOR SPORTS By Tad

HA-HA- LOOKIT THAT KID FALL— HE WONT BE HURT— SAY IF YOU OR I FELL OFF A BENCH WED BE WRECKS
YET— HUH-HUH
WEE!! OH BOY
GET WINDY CHARLIE HERE TALKING TO A STRANGER— HE'T TALKING ABOUT FALLING NOW—HE CAN TALK AT ANYTHING
SAY IF I FELL AS OFTEN AS HE HAS I'D LAY OFF THAT SUBJECT— HE FELL FOR PHONEY STOCK TIPS, HE FELL FOR BRYAN AND TWO YEARS AGO HE FELL FOR A BURLESQUE QUEEN
OUTDOOR SPORTS
LISTENING TO THE TOWN WINDBAG WHO TALKS TO ALL THE STRANGERS AT THE R.R. STATION.

At The Theaters

The Fredony Variety Company, with Miss Tessie Turner, American jazz songster; Mlle. Bianche Rossetti, concert soprano; Mr. Arthur Baroen, Belgian 'cellist, and Fredony, himself, will open a short engagement at the Apollo Theater Thursday night. The company gives a well-balanced variety entertainment and has come here after a successful tour of Australia and the Far East.

Fredony features interpretations of famous composers, including Sullivan, Verdi, Rubenstein, Mascagni, Gounod and Sousa. He is known throughout Australia and has performed in practically every large city in the world.

Miss Turner is the first American ragtime singer to come here for some time. Her repertoire includes all the latest songs. She received flattering press notices in all Far Eastern newspapers.

Another epoch of "The Count of Monte Christo," Pathe's British Gazette, American War News, "Uncle Sam's Emigrant" and a comedy, "Mamma's Boy," comprise the program at the Apollo for the first part of the week, beginning tomorrow.

This afternoon will offer the last opportunity to see Dorothy Gish in "Susan Rocks the Boat" while tonight's program is headed by "A Son of the Hills," with Antonio Moreno.

A special performance by sensational acrobats, extraordinary jugglers, grotesque comedians, inimitable pantomimists, dancers and trapezists will be given at the Isis Theater beginning tomorrow night by the International Circus. The 11th and the 12th episodes of "Who is Number One?" and the 9th and 10th episodes of "The Black Box" will comprise the film program. The circus performance begins at 9:15 o'clock.

For this afternoon and tonight, the 14th and 15th episodes of "The Red Ace" and the 7th and 8th episodes of "The Black Box" will be shown.

At the Victoria Theater, two parts of "The Red Ace" and the "Fighting Blood" should prove attractive tonight and tomorrow night. In addition, an interesting film, "Wild Duck Shooting," and two comedies entitled "Hard Luck" and "Lena and the Geese" complete the bill. "The Red Ace" will be shown at today's matinee.

Bobby Connelly will be seen at the Olympic Theater today and tomorrow in "The Intrigue," an interesting five part Vitagraph feature.

No Paper Hunt

Because of the rain, there was no paper hunt yesterday afternoon.

Plain Suit Echo's Use Seen In Two Examples

By An Expert

New York, November 15.—There are a number of conventions in the books which are of little or no use except with an observant partner. It has therefore come to be a common remark that one is foolish to use them if the opponents are better players than the partner sitting opposite.

This was one of the stock arguments against the lead of the fourth best. Fisher Ames and others of his school held that the information afforded was of more use to the declarer than to his opponents. But there are some conventions which are not open to this objection and are of no value to the declarer, because they convey information that he cannot use, while his opponents can.

One of these is the plain suit echo. It was first used as an echo in the trump suit at whist, but has since been applied to any suit at auction when there are no trumps. It is briefly this:

When the third hand makes no attempt to win his partner's lead at no trumps, he plays the second best he holds of that suit, regardless of number of value. With more than two in the suit originally, he always keeps the smallest card to the last.

Suppose the leader starts with the king and ace a suit in which the third hand holds 10, 8, 4. The eight is played on the lead of the king and the 10 on the ace, keeping the 4 to the last. With Q, J, 9, 4, the J would be played on the king, and the 9 on the ace, keeping the 4 to the last and winning the third round with the Q.

Here are a couple of examples of how this convention works out in practise. They are both from duplicate matches played last winter. In the first example, the partner did not know the play, or did not use it. In the second he did.

H. 5 4 2
C. 9 4 3
D. K Q J 2
S. 4 3

H. 9 / C. A K 6 5 / D. 8 5 3 / S. A Q 10 8 2 — H. Q J 10 3 / C. Q J 10 2 / D. 9 6 4 / S. 9 5 — H. A K 7 6 4 / C. 8 7 / D. 10 7 / S. K J 7 6 — Y / A / B / Z

Z dealt and bid a heart, A a spade, and Y went to two diamonds instead of supporting the hearts. Z bid two no trumps and went game on the hand, thanks to his opponents being ignorant of the plain suit echo.

A inferred that Z must have the spade suit stopped, so he led the king of clubs first to show his reentry. On this B plays the deuce or the ten, which might mean anything, and A then, led his fourth best spade. This allowed Z to make five diamonds and two hearts. Finding A void of hearts he put him in with the club and made the king of spades, going game.

If B plays the second best club on the king A can read him for the queen, as it is impossible that he has no more, for Z has shown five hearts and the spade suit stopped. By leading a small club instead of the spade A will get a spade lead through Z, and when B wins with the ten A will be able to put him in again and get another spade through. This sets the cantract instead of losing the game.

Here is the other:

H. K Q
C. A K 10 8 6
D. K J
S. 10 9 8 6

H. 7 5 4 / C. 7 / D. 9 8 6 / S. A Q J 7 4 — H. J 9 3 2 / C. Q 9 5 / D. A Q 10 7 / S. K — H. A 10 8 6 / C. J 5 4 3 / D. 5 4 3 / S. 5 3 — Y / A / B / Z

Z dealt and passed. A bid a spade and Y went no trumps, always a dangerous declarat on with a partner who cannot make a free bid of any kind. B led the spade king and A saw that if B had no more Y had the suit stopped with four to the ten if A overtook the king.

B then led the ace of diamonds, on which A played the eight, not the six. Y dropped the jack. B went on with the seven and A played the nine, not the six. This enabled B to mark him with the six still in his hand.

Y had to try for the club, but failed to drop the queen. When got in he did not rush off to make his three established diamonds, but led the deuce of that suit, so that A should get in to make the rest of the spades.

St. John's Annual Drill

Under disagreeable weather conditions, the Cadet Corps of St. John's University held a military competition drill and review on the college campus yesterday. Lt. Commdr. M. C. Shirley, United States Navy, was reviewing officer, while Adjutant W. Porterfield of the Corps was in command of the battalion. "D" Company, the unit representing the youngest class, repeated its last year's success by again winning the competition. The company was under command of Acting Captain Tsang Ung-nyu.

The battalion, 400 strong, in blue uniforms, went through some smart formations and created a splendid impression upon the handful of townspeople who dared the element to witness the annual event. The other units all performed creditably. "A" company was under the command of Captain Li Yung-nyeu. "B" company was led by Captain Fu Yang-p'au and "C" company marched behind Captain Tsai Woo-tsang.

Tea was served in the Library after the review.

Before the competition, an interclass cross-country run was held. Ling Nyoeh-nyoeh of the Freshman class came home within 25 minutes and 38 1-5 seconds over a distance of three miles and was proclaimed winner. He was closely followed by Tsung Yah-loo and Zung Lien in the order named. The three place winners will each receive a banner, while those who broke the tape fourth, sixth, seventh, eighth, ninth and tenth will each get a pin. The winning class holds the Virginia Shield for the ensuing year. Thirty-eight contestants participated in the run.

L'Ami Fritz

The French A.D.C. are giving a show on Thursday next which will prove to be one of the best as well as the most unique in their long list of successes. The piece under rehearsal at present is L'Ami Fritz. M. Le Bris is producer and he also takes the leading part. This in itself practically makes the performance an artistic success to all those who know the clever work that this actor has done in Shanghai for the last many years.

The play treats on the marriage question. Ought a man to marry and have lots of children or should he remain single and have as good a time as the single state will allow? Just what the answer is we will allow those who see the fine comedy will learn. Besides treating with a big social question the piece is keenly patriotic in tone. The scenes are set in Alsace-Lorraine and the period just before 1870. Many of the dialogues are real masterpieces and bring the present conditions of that regained province vividly before the playgoer. No expense or trouble has been spared to costume the show truthfully and the scenery is delightfully effective.

M. Le Bris will have a powerful cast to support him and a new arrival in Madame Tisseau will sustain the leading feminine role. Madame Lepetit and Madame Magy need no introduction, they are well known for their good acting. Among the men we find such favorites as M. Frodet, M. Buy and M. Roy.

The full cast is as follows:

Cast

Fritz Kobus, rentier célibataire. M. M. P. Le Bris
David Sichel, rabbin. ..... J. Frédet
Frederic Arpenteur, célibataire. Ch. Baudou
Hanezo Percepteur, célibataire. C. Buy
Christel Fermier de Kobus. ...F. Roy
Joseph Bohémien. ..... P. Tisseau
Un Faucheur. ..... Barberot
Suzel, fille de Christel Mme. P. Tisseau
Catherine Servante de Kobus. Mme. J. Lepetit
Lisbeth, femme de service. B. Magy

Booking in now open at Moutrie's.

ENGLAND'S LATEST BOXER

New York, December 1.—The latest sensation in British boxing circles is Sergeant Frank Goddard, a machine gunner, who recently knocked out Dick Smith, English light heavyweight champion and holder of the Lonsdale belt, in the eighth round. Goddard is a regulation heavyweight, and since he had many pounds advantage over Smith the latter did not lose his title in the so-called cruiser class. Goddard accomplished his trick with only one punch in the eighth—a right to the solar plexus. Until the deciding blow was landed Smith enjoyed a comfortable lead on points.

Goddard is said to possess a lot of stamina and power and a hard punch, but only a little cleverness. He has been matched with Bombardier Wells and will enter the ring a favorite over the heavyweight champion of England. It is very possible that Goddard will represent the British army against the American, French and Belgian boxers.

RAIN CAN'T STOP ALLFOOTBALLERS

Three Games Are Played Despite Wind, Wet And Mud

ST. XAVIER'S BEATS SOCONY

Police Tie With Recs While Football Club Has Easy Time With Navy

Footballers have at last lost all patience with the Clerk of the Weather, who on Friday tried to camouflage them with a few hours' sunshine and then late on the same evening thought that he would have a joke with them by allowing all his pent-up tears again to fall upon the greensward. But he has gone too far. Soccerites will no longer put up with his vagaries. Yesterday afternoon three League games were scheduled to be played, and despite the simply awful weather conditions they were all brought off and, what is more, some very excellent football was seen by the nice little pack of supporters who turned up to see their own particular stalwarts.

The Shanghai Football Club entertained a team composed of the Navy. The Police were at home to the Recs. Socony and St. Francis Xavier's journeyed to the Widows' Monument Ground to try conclusions.

Police Tie With Recs

On the Police ground, if you ran six yards you could easily slide another eighteen with the momentum thus engendered. Across the ground a regular gale was blowing and many of the players took precautions in the way of sweaters, jerseys and cosy mufflers to keep them warm in the slack moments.

The Recs had the wind well in their favor during the first half but the fact that they were without Sofoulis in the center had a bad effect upon their shooting. There was no doubt in the early stages of the game which was the better team. The Recs kept Fairbairn always on the jump but thanks to the really fine defense put up by both Clissold and Biggs the first half ran its muddy course with the visitors only one goal to the good. Cooke was responsible for this. He took a long shot and Fairbairn could not get within range of it. But the gas bag was much too slippery for anyone to handle even if it did come within reach.

The teams changed over with the Recs claiming the sole goal and then the Police, with a whirlwind in their favor and led by Johnny Robertson, took up a mighty attack which ended in Knight getting hold of the ball, coming it well within the region of Special Constable Wescott, and he carried on the good work by potting it. The score was now level. Backwards and forwards went the ball, the Recs perhaps went forward more often than the Police, and it was all very exciting despite the rain and the mud.

There was a time when it looked as if the Police must concede another point, but they valiantly kept their attackers at bay and so when the whistle (which was held by Mr. Landers) blew in its best Special style the game was over and the result a draw, 1—1.

Football Club Beats Navy

"Absolute football weather, all the same as Clapham," said one of the Navy boys who turned out to play against the Club. The team which was made up of players from the different British warships now in port met the S.F.C. yesterday afternoon and although they were beaten by a big margin they kept smiling right through and seemed to thoroughly enjoy the struggle. Mudlarking proved agreeable to them and if it comes to that the Club did not seem to mind the condition of their green. The turf was kicked in all directions and no effort was made to replace it. Why worry?

During the first half the play was very even. What chances the Club had they did not take advantage of, and they evidently miss d their marksman, Drake, and their vigorous half, Loonis. The Navy worked tremendously hard, and the two backs are to be congratulated upon the fine manner in which they kept their opponents off the ball. Many of the visitors have played in good class football in England and when they are able to get together and combine a bit more even a slippery ball will not deny them the victory which they are sure to win.

When the whistle called lemons the Club had scored one goal, which came from a good shot from Clifford. With the teams taking opposite sides the Club got together with a vengeance and so well did they combine that even the pluckiest efforts of the Navy could not stop them scoring time after time. The Navy goalie found it difficult to collar the ball no matter how slowly it came to him. He was not wearing gloves which handicapped him still more. Clifford scored three more goals, Collins claimed two and Brodie one. The other came from a scrimmage in front of goal and no one could quite be sure just which player did the trick. The game was called with the S.F.C. winners by 6 goals to nil.

St. Xaver's Beats Socony

In spite of a drizzling rain St. Xavier's and Socony met for the

first time this season to play off their league match. The game was advertised to be played at Hongkew Park but as the ground there was in such a bad state it was agreed to play off the match on the Widow's Monument ground.

A strong wind was blowing across the field and the St. Xavier's, who won the toss, were the first to bring the ball to their opponents territory and for about ten minutes were continually pressing. A powerful kick by one of the Socony's backs relieved the situation and for a while the ball was transferred to the other end but due to the good defense of the St. Xavier's backs the Socony were unable to score.

At one stage of the game the ball was transferred to Sofoulis who brought it down and shot hard at goal but missed it by just a few inches. The good combination of the St. Xavier's boys enabled them to open the score after about thirty minutes play.

Encouraged by their success, the St. Xavier's continued to press and after another ten minutes play were able to register their second goal through J. Gutierrez, the outside left, who scored in the same fashion as his brother. Leading by two clear goals, the St. Xavier's players were more confident of the game and the combination of their forwards at this stage was splendid while the defense kept the Socony forwards back time after time. Just before the interval the Socony players began a bombardment of the St. Xavier's goal, but no score resulted and the half time arrived with the St. Xavier's leading by two goals to nil.

Owing to the rain it was agreed to cross over at once without an interval. The Socony players, who were determined to even matters, again resumed the offensive but were again kept back by the good defense of the St. Xavier backs. The St. Xavier's broke away and the ball was again transferred to J. Gutierrez, who was able to score the third goal for his side by a fast shot into the corner of the net, giving the Socony goalie no chance to save.

Socony Make Desperate Efforts

But the Socony players did not give up heart and redoubled their efforts, though in two or three cases this was done to excess, with the result that two of their players had to be cautioned by the referee for fouling and rough play. By a determined effort on the part of their forwards the Socony team was eventually able to register one goal. The game from now on became very exciting and both teams tried hard to score but without result. From the kick off the Socony players again began to press but in spite of two scrambles in front of the St. Xavier's goal they were unable to score. Shortly after this A. Gutierrez was badly fouled, with the result that he had to leave the field and for the rest of the game the St. Xavier's were playing with only ten men. No further scores resulted and the game ended a few minutes later with the St. Xavier's victorious by three goals to one.

The St. Xavier's thoroughly deserved their victory as the combination of their team left nothing to be desired and the swiftness of their forwards, did much to bring about their victory. Johnson at center half played a great game and continually annoyed the Socony forwards when they obtained the ball, besides helping his own forwards. The backs worked hard and the way they relieved the pressure of the Socony forwards was admirable. Wilson at goal was very safe and, though he had little to do in the first half, saved some fine shots in the second half. For the Socony Stellingwerff played a very good game and worked hard at back. Oliveros was very steady at back but it is doubtful whether his decision to go forward in the second half was a wise one. The combination of the forwards was poor and can be improved. Mr. Fulton refereed the game in his usual efficient manner.

Seventeen Gold Stars On Princeton's Athletic Flag

Largest Toll Taken Among Football Players, With Eight Dead And Six Others Wounded

New York, December 1.—The ranks of Princeton athletes have suffered heavily in the war and the lists include such well known names as Poe, Cochran, Foulke, Bluethenthal and Reid. Seventeen former members of Princeton teams have given their lives in the war, and the wounded so far reported increases the casualties to twenty-six. It is significant that the largest toll has been taken among the football players, of whom eight have been killed and six others wounded. Baseball has lost three killed, rowing two killed, track one killed and one wounded, and other sports three killed and one wounded.

One of the best known of these was Johnny Poe, '95, the first Princeton man killed in the war. He volunteered the first year of the war and fell in September, 1915, while fighting with the famous Scotch Regiment, the Black Watch. At the battle of Loos he had gone out with a supply of bombs. When he was half way across No Man's Land he was hit by a bullet probably from the gun of an enemy sharpshooter. As he fell he cried to his companions, "Never mind me, go ahead with the bombs!"

A member of the Poe family of Baltimore, Johnny Poe was one of the greatest backs the game of football has developed. His brother Lieut. Neilson Poe, '97, of the championship varsity of 1896, is in France with the 28th Infantry and was severely wounded. He received two citations for bravery under fire, the French War Cross and the U. S. Distinguished Service Cross. A nephew, Lieut. Edgar Allan Poe, Jr., '18, who played end, is in the Marines and was severely wounded at Chateau-Thierry but pluckily wrote that he was "all right, only a little weak and under weight."

Cochran The Immortal

No name is better known in American football than that of "Garry" Cochran, '98, captain of the championship team of '96, which beat Yale 24 to 6 and is generally recognised as Princeton's greatest team. Walter Camp chose "Garry" Cochran and Frank Hinkey as the ends of his All American team of all time. Cochran was a great end and was equally famous as a leader and coach. As coach he gave the University of California its first great success. He was head coach of John De Witt's victorious team of 1903, and for years he contributed to Princeton's success on the gridiron.

Football and war were kindred subjects in his mind. He was a close student of military tactics, particularly of Napoleon's campaigns, and he used to entertain his friends with the full story of the Battle of Waterloo. The son of State Senator Cochran of Pennsylvania. "Garry" was associated with his father in large business interests, being president and general manager of the Williamsport Wire Rope Company and a director of the Northern Central Trust Company and the Cochran Coal Company. As Lieutenant in the Pennsylvania Guard he served on the Mexican border in 1916. He went to France last spring in the Field Artillery, and two months later died of tuberculosis following pneumonia.

One of the greatest all around football players of recent years was Arthur Bluethenthal, '13, roving center of the champion team of 1911 and All-American center. Bluethenthal volunteered for the ambulance service before America got into the war and won the French War Cross for his bravery at Salonika. He transferred to the French air service and was shot down and killed while on a bombing expedition.

Lieut. Walter L. Foulke, '05, captain of the 1904 team and one of the greatest running halfbacks of his time, died in service at an aviation camp in Texas. Capt. Phineas P. Christie, '12, quarterback, was killed early last year by the bursting of a big gun at Fort Sill. Lieut. Warden McLean, '12, of Philadelphia, guard on the victorious 1911 team, was killed by being thrown from his horse while on duty at Fort Oglethorpe.

Camp Warden McLean at Chattanooga was named in his honor. John V. Grainger, Jr., '12, halfback, died at Camp Gordon. Capt. Charles D. Baker, '13, tackle, died of wounds received in the fighting on the Ourcq. He had received the French War Cross.

Princeton football players reported wounded include Capt. V. S. Merle-Smith, '11; Capt. "Ham" Andrews, '13; Capt. Paul Lloyd, '04; Capt. C. W. McGraw, '19; "Bob" Nourse, '17; Lieut. Neilson Poe, '97, and Lieut. Edgar A. Poe, Jr., '18. Lieut. T. A. Butkiewiez, '04, center rush, has received the French War Cross, and Capt. Merle-Smith and Lieut. "Billy" Moore, '17, have been awarded the Distinguished Service Cross. Moore, famous as halfback and track captain, won renown by volunteering to drive an ammunition truck over a shell swept road for the relief of his comrades of the marines in the Chateau-Thierry fighting.

Sammy Reid Gone

One of Princeton's greatest losses in the war was that of Lieut. Samuel J. Reid, Jr., '06, who was killed while going to the relief of one of his men when his company was under heavy bombardment. As captain, catcher and shortstop "Sammy" Reid was one of Princeton's greatest baseball players. Successful at the bar in New York, he was a leader in Princeton's alumni work and he was universally popular.

Another baseball player recently killed in France was Lieut. Allen W. Talley, '16. Lieut. "Ben" Bullock, '16, manager of the nine that year, was also recently killed in France.

Two members of the Princeton crew that beat Harvard in 1916 have given their lives in the war—James Dana Paull, '17, and Arthur V. Savage, '17. The latter, a Lieutenant of infantry, was killed at the battle of the Marne. Savage and a private were found dead on the north bank of the Marne, surrounded by eleven dead Germans. The two Americans had put up a great fight before being overpowered.

Another member of the 1916 crew, Lieut. Richard H. McCann, '17, of the navy, has won renown by an act of heroism in which he swam under blazing oil to rescue two aviators who had fallen into the River Humber.

Lieut. Julian N. Dowell, '16, of the air service, track athlete, was killed in an airplane accident, and his teammate, Lieut. Herbert J. Richardson, '16, of the British Flying Corps, was wounded in combat, but landed safely.

Two Princeton soccer players, Lieut. Arthur Preyer, '19, and Lieut. D. N. C. Ross, '17, were killed in action. Lieut. H. W. Relph, '10, of the wrestling team has been wounded; Lieut. Angus Frantz, '17, has received the War Cross, and another wrestler, Lieut. Harold H. Gill, '15, is a prisoner in Germany. R. H. Pents, '20, of the wrestling team has received two citations.

Lieut. Allan W. Bevin, '16, football manager, has been decorated with the Italian War Cross and the Capron Medal. Capt. Charles J. Biddle, '11, who has won so much fame as an aviator, was captain of the gun team at Princeton. John V. W. Reynders, Jr., '17, who was killed in an airplane accident, rowed on his freshman crew. Harold K. Bulkley, '19, killed in an airplane accident in England, was captain of the Freshman tennis team. Lieut. Thurston J. Davies, '16, of the basketball team was severely wounded in action.

BUYING PLAYERS DATES BACK TO '80S

Chicago's 'Stolen Four' Stunt Of 1875 Started The Ball Rolling

New York, December 5.—The custom of buying ball players dates back to the early '80s. Although the deals and prices paid were not as large as at the present time, it may interest some of the present day fans to recall some of the famous deals of early days as the old time records show. They created much interest then and the press of that decade had much to say pro and con. The sale custom followed the scandal of 1870, and rules were made that players should sign contracts and could not jump from team to team.

Chicago started something in 1876, the opening year of the National League, and stole Al Spalding, pitcher; Jarves White, catcher; Ross Barnes, second baseman, and Cal McVey, first baseman, from the champion Boston team of 1875. They were known as the "stolen four." This deal created such a row in baseball that teams had to buy players afterward.

The Detroit club paid a large sum for the franchise and players of the Buffalo team at the end of the season of 1885. The "big four," Dan Brouthers, Hardy Richardson, Jim White and W. Rowe, were secured. The Tigers however, had to wait until 1887 to win their first National League pennant.

$10,000 Paid For Mike Kelly

The Boston club wanted to land the National League pennant in 1887 and startled the baseball world by paying $10,000 to Chicago for Catcher Mike Kelly, who helped the White Stockings to win in 1885 and 1886. This deal created as much of a sensation at that time as some of the present day sales and trades. Boston did not land the pennant with King Kelly the $10,000 beauty, as he was called by the press. Boston wanted the pennant badly, and as the club had plenty of money in 1888 $10,000 was paid for Pitcher Clarkson of Chicago. Here was another big sensation. Kelly and Clarkson worked hard that season, but Boston got no higher than fourth place.

In 1888 the Detroit club paid Fred Dunlap a bonus of $2,000 for signing with Pittsburg. Dunlap had played first base for the champion Tigers in 1887. Pittsburg paid him $5,000, and with $2,000 bonus he was a top price player.

Another big deal during the season of 1887 was the purchase of the St. Louis Maroons for $12,000 by the Indianapolis team, which joined the National League that season.

Five Players Bring $22,000

Manager Chris Von der Ahe of the St. Louis Browns sold five players of the champion teams of 1885, 1886 and 1887 for $22,000 at the close of the season of 1887. Pitchers Toutz and Caruthers with Catcher Bushong went to Brooklyn in the American Association. Bill Gleason, shortstop, and Curt Welch, fielder, were sold to the Athletics. This was the biggest sale on record at this stage.

In 1896 Manager Arthur Irwin of the Giants gave $4,000 and Harry Davis to the Pittsburg team for Beckley. Later he got $2,000 and Scrappy Bill Joyce of the Washingtons for Pitcher Flynn and Catcher Duke Farrell. Pitcher Meekin of the Giants was bought for $4,000 in 1899 by the Boston team.

In 1899 Charles Ebbets, president of the Brooklyn team, paid $40,000, a large sum, for the Baltimore Orioles and consolidated the two teams. W. Robinson and John Muggsy McGraw would not play with Brooklyn, and their release was sold to St. Louis for $15,000.

In 1892 the National League and American Association consolidated and until 1900 ran a twelve club league. In 1900 the National League went back to eight teams and paid $10,000 for the Louisville players, most of them going to Pittsburg. Twenty-five thousand dollars was paid for the Washington team and $40,000 for the Baltimore Orioles. The Cleveland franchise and players lost $20,000.

Frank Jones Is Going

Frank Jones is going home to Blighty.

Frank Jones is a Rec. He has been a Rec for more than fourteen years and for many of them he has been on the management. This last year he has become the "Big Rec" by gaining the highest Rec honor—President. Because he is a Rec, and a fine sportsman, and one of the most popular men in Shanghai he was entertained by some fifty or sixty of his fellow Recs last night to dinner, and was not only the hero of a great deal of wonderful rhetoric, but also the recipient of a handsome gold cigarette case.

Let me leave the dinner out on this occasion. "Nuf Sed" that we all did eat and were satisfied. The chairman, Mr. J. E. Lucas, in the toast of the evening, "The King," followed after the enthusiastic reception with the principal guest, "Mr. Frank Jones." He told of all the things that "Frank" had done during his stay here with the Recs soccer team, and did not forget to mention that in Lawn Bowls the hero of the evening had won his way into the final of the Shanghai Championship. A good story was told against him. Here it is. He was at Hankow. He was excited and told a friend that he had got into the second round. Someone said "Who gave you a bye." But Frank only smiled. Yes, he is a good fellow and we will all be glad to see him back and steering the fortunes of the Recs to victory.

Quite a fine program had been prepared, and it was kept going with a swing thanks to the efforts of that excellent toastmaster Mr. Featherstonhaugh. Among those who met with the crowds' approval were Messrs. Webb, Komaroff, Kinnipie, Cook, Degrn, and Graham Barrow. Frank Jones had something to say. It was all about the Recs. Frank Jones is a Rec. What is the matter with Frank? You know the answer!

JUST ARRIVED

SPALDING'S GOLD MEDAL

GOLF CLUBS

GOLF BALLS

SQUIRES BINGHAM CO.

"The Store of Quality"

"CHIENMEN"

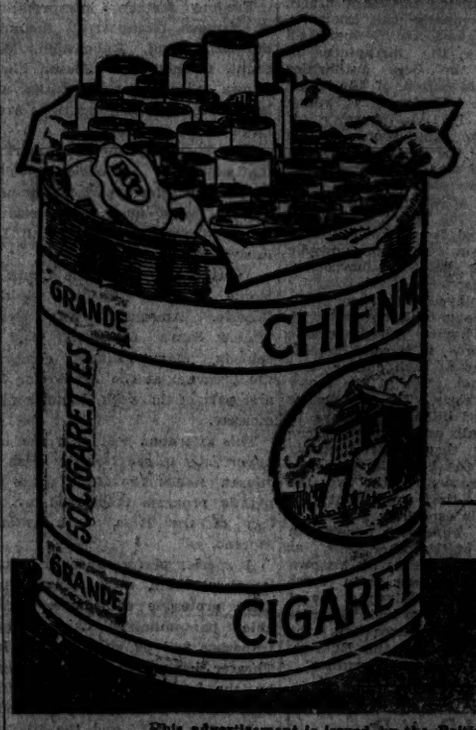
GRANDE

CIGARETTES

The New High Grade Cigarette made in a larger size.

No recent improvement in cigarette manufacture has met with such popular favor as the larger size Virginia.

The pleasing blend of tobacco in Chienmen, made in a larger size, bids well to become the best liked of these larger Cigarettes.



This advertisement is issued by the British-American Tobacco Co., Ltd.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first appearance of the slightest illness they may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/- or $1.25 from MARTIN Chemist SOUTHAMPTON Engd.

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No. 4 Canton Road

Refracting and Manufacturing Optician

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Toric Lenses

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.

36 Nanking Road. Tel. 1928

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH ..dep.	..	7.35	8.10	9.40	12.45	16.25	17.15	23.00
SOOCHOW ..dep.	..	9.41	11.22	12.20	14.02	18.15	19.20	1.08
WUSIH ..dep.	..	10.21	12.04	13.41	15.54	19.27	20.20	2.10
CHANGCHOW ..dep.	6.20	11.23	13.16	15.08	16.48	..	21.35	3.30
TANYANG ..dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG ..dep.	9.18	12.52	14.55	17.17	18.22	..	..	5.06
NANKING ..arr.	11.19	14.15	*16.35	19.20	19.50	..	..	6.00
PUKOW ..dep.	..	..	15.30		..	..	..	..
TSINANFU ..dep.	..	..	17.46		..	..	..	..
TIENTSIN arr.	..	..	6.00		..	..	..	..
CENTRAL dep.	..	..	7.20		..	..	..	..
PEKING ..arr.	..	..	10.30		..	..	..	..

STATIONS	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
PEKING ..dep.	..	..	16.45		..	..	..	..
TIENTSIN arr.	..	..	19.30		..	..	..	..
CENTRAL dep.	..	..	21.45		..	..	..	..
TSINANFU ..dep.	..	..	5.15		..	..	..	..
PUKOW ..arr.	..	..	8.00		..	..	..	..
NANKING ..dep.	..	..	*7.35	8.00	11.45	*14.20	15.25	23.00
CHINKIANG ..dep.	..	..	9.00	10.10	12.30	16.06	16.16	1.00
TANYANG ..dep.	..	..	9.50	10.59	14.12	16.41	18.00	..
CHANGCHOW ..dep.	7.00	..	10.54	12.18	15.08	17.39	20.20	4.04
WUSIH ..dep.	8.15	7.15	11.53	13.26	16.00	18.39	..	4.11
SOOCHOW ..dep.	9.35	8.05	12.33	14.54	17.01	19.21	..	5.12
SHANGHAI NORTH ..arr.	12.15	10.15	14.20	17.30	19.00	21.00	..	7.00

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.30	8.10	10.30	12.15	14.40	16.20	18.10	19.55	21.30	
KIANGWAN dep.	7.21	8.57	11.17	12.45	15.07	16.47	18.37	20.3-	21.57	
SHANGHAI NORTH ..arr.	7.55	9.45	11.35	13.10	15.15	16.55	18.45	20.30	22.05	
SHANGHAI NORTH ..dep.	6.10	7.50	10.05	11.25	14.00	15.50	17.50	19.10	20.45	
KIANGWAN dep.	6.51	7.41	10.15	11.50	14.11	15.41	17.41	19.21	20.56	
WOOSUNG FORTS ..arr.	8.45	8.05	10.40	13.00	14.30	16.05	18.05	19.45	21.30	

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Goods & Coods	Local	Express R	Local	Local
Shanghai North ..... dep.	.....	7.35	8.00	10.00	....	14.50	15.50	....
Jenfield ..... dep.	.....	7.51	9.16	10.23	....	15.06	16.06	....
Sunzee ..... dep.	.....	7.58	9.23	10.38	....	15 13	16 13	....
Langhwa Junction ..... dep.	.....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	.....	7.45	8.10	10.30	13.35	15.00	16.00	17.55
Langhwa Junction ..... dep.	.....	8.15	9.40	10.53	13.52	15.30	16.29	18.12
Sunting ..... dep.	.....	8.59	10.48	12.02	....	16 07	17 42	....
Kahsi ..... dep.	.....	9:51	11.52	13 28	....	16.53	18 48	....
Ludeng ..... dep.	7.40	10.25	12 30	14.25	....	17 12	19.20	....
Yahsih ..... dep.	8.45	11.05	13 15	15.50	....	17.58	....	....
Changan ..... dep.	9.45	11.41	14 00	16.50	....	18 24	....	....
Hangchow ..... dep.	11.10	12 50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11 35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Goods & Coods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14 10	15.30
Hangchow ..... arr	....	....	7 00	8 30	....	10 0	14.35	16.05
Changan ..... dep	....	....	8.04	9 48	....	11.40	15.20	17.36
Yahsih ..... dep	....	....	8.41	10 31	....	12 39	15.51	18 40
Ludeng ..... dep.	....	7.15	9.28	11.22	....	14.10	16 30	19.30
Kahsi ..... dep.	....	7 48	9.53	11.55	....	14.48	16.52	....
Sunting ..... dep	....	9.05	10.47	12.59	....	16.08	17.40	....
Langhwa Junction ..... dep.		8.18	10.36	11.36	14.08	16.33	17.23	18.22
Shanghai South ..... arr.		8.35	10.55	11.55	14.25	15.50	17.40	18.40
Langhwa Junction ..... dep.	....	....	10 20	11.38	14.05	....	17.18	18.20
Sunzee ..... dep.	....	....	10.39	11.44	14.14	....	17.28	18.36
Jenfield ..... dep	....	....	10.46	11.51	14.21	....	17.37	18.36
Shanghai North ..... arr	....	....	11 00	12.05	14.35	....	17.52	18.50

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12 45	14.55	17.50	19.15
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car